

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 45.]

SATURDAY, NOVEMBRE 8, 1873.

[WHOLE No. 1,959. Vol. XLV. 46]

Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Carbolizing Wood.....	1393
Cast Iron Rails.....	1394
Connecticut and Passumpsic Rivers Railroad.....	1394
Chesapeake and Ohio Railroad.....	1395
Chicago Manufactures.....	1395
Federal and State Securities.....	1397
Dividend and Interest Tables.....	1386, 1398
Railroad Share List.....	1406
Stock Exchange and Money Market.....	1413
An Open Canal in Winter.....	1415
Causes and Prevention of Railroad Accidents.....	1415
Pascal Iron Works.....	1416
Postal Money Orders.....	1416
Bay State Iron Co.....	1416
Debt of the United States.....	1417
The First Railroad.....	1417
The First Locomotive.....	1417
Milwaukee and St. Louis Railroad.....	1417
Dry Goods Trade.....	1418
Redemption of 5-20 Bonds.....	1418
Credit Valley Railway.....	1418
Kanawha Coal.....	1419

American Railroad Journal.

New York, Saturday, November 8, 1873.

Carbolizing Wood—Perpetual Durability.

A paragraph in our last issue, designed merely as an answer to several communications sent us respecting the best known method of preserving wood from decay, has elicited information on that subject of no ordinary importance.

Believing we cannot in any way confer a greater benefit on the community, we proceed to lay before the public the results of our investigations, and the information gained, as fully as our columns will admit.

There have been a number of contrivances or processes patented for preserving wood; but being based upon wrong principles, they were impracticable, and hence short lived. So far as we have been able to learn the Seely-Pelton method of preserving wood from decay under all circumstances, is the only one in active operation possessing an established reputation, founded upon merits of no common order. Patents have been secured for the Seely-Pelton process and method,

and an organization effected under the name of "THE AMERICAN WOOD CARBOLIZING COMPANY," and which is at this time in most successful operation, taking and executing contracts and granting licenses to operate, in all parts of the United States.

The process consists in taking blocks or sticks of timber of any form, size or condition, and by a certain method of immersion first in a bath of hot creosote or dead oil, at about 250° Fah. to expel, or drive out from the pores of the wood every vestige of sap, and all other destructive elements inherent therein. Then, by a rapid cooling process, the vacuum or spaces thus formed between the fibres, are by the operation of natural laws, effectually filled with the creosote, or rather the oil it contains. In this way the whole mass of fibrous material becomes thoroughly saturated, through and through, with the only real and septic substance known to science.

Thenceforth, timber thus treated is wholly insensible to weather and water, and is in all respects rendered perfectly indestructible except as against fire and the axe.

For street paving, this system is invaluable; for where blocks thus treated are laid on suitable foundations, it will wear away even under heavy traffic, less rapidly, and last longer than stone. We have seen specimens of this sort, that have been in use in Europe for a period of 27 years, and the blocks were still as sound and capable of wear as on the day they were laid down.

When the pores are once impregnated with this acid neither water nor any other destructive agent can evermore penetrate or damage the timber; not even that terrible marine pest, the dreaded teredo, or salt-water worm, will have anything to do with carbolized wood. He lets it severely alone. Indeed we have been shown specimens of treated and untreated wood which had lain in the waters of Charleston harbor, nailed together, for a period of nearly two years; and while the natural wood was completely honey combed and ruined by the sea worm, the other was wholly untouched and perfectly sound. As carbolized wood bids defiance to both salt and fresh water, this system becomes of the first importance in the construction of piers, wharves and the like.

The great value of this process is most strikingly seen, however, in its various applications to railroad purposes—the building of depot platforms, of cattle cars, for ties, and especially in the construction of bridges and elevated roadways. These structures being held together by spikes, bolts, nails, &c., can never weaken nor get loose from corrosion, or vibration, for iron does not rust when imbedded in creosoted wood. While ordinary ties last on an average but 6 or 7 years, carbolized ties are guaranteed to do good service for at least 30 years; in fact we have in mind at this moment not less than three railroads using ties prepared in this manner, that have already done duty, respectively, 27, 30 and 32 years, and how much longer they will last cannot be told, for they are as sound to-day as when laid down.

Thus, any railroad man will quickly figure out, that the renewals on a thousand miles of road, of the ordinary ties at 50 cts. each, would amount in 25 years to over six millions of dollars—all of which might be saved by carbolizing the wood at first. What an enormous sum could thus be saved on the 60,000 miles of railroad to-day running in the United States. There are a thousand other uses besides the above, to which the Seely-Pelton process may be applied; for instance ship planking and timber, fence and telegraph posts, and stable material.

From what information we have already gathered respecting this antiseptic process, it is quite apparent to us that any kind of wood, properly treated by this method will at least endure wear, and last during an ordinary lifetime. What an immense saving there is here, not only in first cost but in time, labor and material.

It would appear that creosote not only hardens and renders wood far more durable in the actual wear, but it also protects it from all destructive or corroding elements without, and expels all those within. We should not omit to state that the process we are considering, together with the appliances for utilizing it, are the joint discoveries of Prof. Charles A. Seely, the eminent chemist, and Wm. T. Pelton, Esq., of this city; and in point of solid importance and real utility, well deserves to rank among the most important inventions of the day. It may properly be styled an

art both preservative and industrial; and we deem it particularly fortunate that it has been developed, and is achieving such wide success at this time, when the rapid and wanton destruction of the forests of the country is beginning to cause serious apprehension in regard to our future timber supply. Experience of more than 30 years in Europe, by the crude, imperfect methods in use there, has effectually demonstrated the fact, that no other substance known to chemistry will enable wood to resist perfectly, all action of weather, salt or fresh water, and all attacks of marine or land worms or insects, and utterly defy decay, and at the same time add at least 25 years to its durability under severe strain and constant attrition.

The United States Government has adopted this system into its public works as well as numerous private establishments throughout the country. The strong professional and official endorsements given are almost without number, for a few of which only, can we to-day find room. Gen. McClintock, Gen. Humphreys, U. S. A., Gen. Meigs, U. S. A., Gen. Burnside, Gen. Belknap, U. S. A., Gen. Gillmore, U. S. A., Gen. Newton, U. S. A., Gen. Cass, N. Pacific R. R., Professors Doremus, Chandler, Silliman, Delaney, Worth and others, all of whom give the most unqualified assurance that the above method of Messrs. Seely and Pelton, is based on correct principles in Chemistry, and in its practical application as well.

We believe no better service can be done the railroads of the country, than in bringing to their knowledge, this most valuable improvement. For their sake we urge them one and all, to give the matter their early attention.

The gentlemen forming the above named company, are well known citizens of responsibility and position, whose names, as well as those of the officers in charge, are a sufficient guarantee that any statements made, or contracts entered into, will be most scrupulously fulfilled.

Their offices are located at No. 59 Liberty St., N. Y. City.

From the Postville Miners' Journal.

Cast Iron Rails.

WE ARE INDEBTED to a friend for the following item, copied from Vol. 11 No. 6, of THE NEW YORKER, bearing date April 24, 1841, and published by H. Greeley & Co., No. 30 Ann street, New York city:

CAST IRON RAILS.—THE MINERS' (Pa.) JOURNAL says that the experiment tried in their immediate neighborhood of laying Cast Iron Anthracite Rails, instead of wood faced with iron, has proved completely successful. They have sustained none of the injury which was apprehended from the frost. The Schuylkill Valley Railroad Company have ordered a great quantity of these rails, which are afforded at \$40 to \$50 per ton. But a short time will probably elapse before these rails will come into general use. The first cost of laying a road constructed of this material is but a trifle more than one made of wood and faced with wrought iron. The wooden road requires to be repaired or renewed every three years, whereas the cast iron road is expected to last a great number of years.

The Schuylkill Valley Railroad, to which the above extract refers, was the second piece of railroad of any special account in the country, the first one having been laid down in the Lehigh Valley at Mauch Chunk. This road in the Schuylkill Valley was commenced about 1829 or

1830, the chief promoters of which were Mr. Wm. Lawton, now residing at New Rochelle, N. Y., and the late Burd Patterson, of this place, with some others whose names we do not now recall. The road ran from Port Carbon for some miles up the valley, and was built, be believe, by contribution of ties and other timbers from the land owners principally. At the time of experimenting with cast-iron rails, it will be borne in mind, there was as yet no mill erected in the United States for rolling rails, and hence the peculiar interest attaching to the successful use of cast iron.

Connecticut and Passumpsic Rivers R. R.

The earnings of this road for the years ending June 30, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	\$260,721 09	\$287,110 58
" freights	524,488 34	484,046 48
" mails	18,345 08	18,780 95
" express	7,800 00	7,800 00
" rents	6,413 28	10,101 38
Total	\$812,767 79	\$802,839 29

Expenses, viz:

Repairs of road	\$182,784 46	\$189,153 83
Stations and buildings	18,861 61	6,412 44
Bridges	9,015 45	7,919 66
Wood	56,605 21	89,951 76
Car and locomotive repairs	100,027 23	89,383 54
Oil and waste	6,893 81	10,288 82
Passenger expenses	33,160 88	37,076 76
Freight expenses	53,508 79	63,066 30
Losses and bad debts	5,113 64	4,676 52
General expenses	21,057 11	17,792 19
Tools and machinery	3,984 95	3,540 45
Shop expense	6,170 69	6,613 02
Stationery and printing	6,381 94	8,025 12
Insurance		6,763 61
Total	\$508,865 87	\$540,564 02

Net earnings	\$308,901 92	\$262,275 27
Add balance of income per last report		34,921 21
Total	\$297,196 48	

Disbursed as follows:

Paid trustees of sinking fund	\$36,347 95
Coupons on bonds and notes	68,466 00
Coupons on Massawippi Railroad b'ds	27,424 69
Dividends, February and August, 1873	130,056 00
Dividends on Massawippi shares	24,000 00
Interest on borrowed money	10,783 30
Balance of income	118 54
Total, as above	\$297,196 48

The equipment of the road consists of 23 locomotives, 15 passenger, 7 baggage, 330 platform, 10 ore, 10 horse, 55 hay, 93 rack, 170 box, 8 saloon, 20 gravel, 3 crane, 34 push, 25 wood and 40 hand cars, and 1 snow plow. Number of miles run, 508,839. Number of passengers carried, 182,280; do. carried one mile, 6,153,567. Tons of merchandise carried, 158,428; do. carried one mile, 11,209,527. The report says:

The business of the road for the year has not been as favorable as the year preceding, the gross receipts having fallen off \$9,928 50, and the expenses of operating have increased \$36,698 15, making a decrease in net earnings of \$46,626 65. This falling off in the business of the road is to be attributed to the very severe winter and deep snows, which prevented the usual teaming being done, and a large reduction in the amount of freight received from the West during the winter, together with the dull state of the lumber market. These causes have passed and we confidently hope for a better result for the coming year. The completion of the Missisquoi and Clyde Rivers Railroad connecting with us at Newport, thus giving

us a direct line to Montreal over the South-Eastern Railway of Canada, will, we think, add largely to our business the next year. This line was opened on the 10th of July and is now in successful operation, bringing considerable business to our road already. One cause of the increase in operating expenses, was a collision between a passenger and freight train in September last near St. Johnsbury Centre, which cost some \$15,000, and several other accidents to freight trains during the winter, causing a large amount of repairs; another for repairs on Massawippi Road, caused by a local freshet in August last, which carried away two large culverts and otherwise damaged the road to a considerable extent. These culverts have been much enlarged and rebuilt in the most thorough and substantial manner; and the road, wherever it is exposed to the action of the water of the lake has been protected by rubble, and the entire road-bed very much improved; it is now in a very satisfactory condition. The road-bed for the entire length of the Passumpsic Road, although not as good as we intend to have it, is in good condition, and much better than it has ever been before; 1,443 tons of new rails have been laid during the year, and 7,649 rails have been taken up, repaired and relaid in track, 107,219 new sleepers have been laid during the year which is more than twice the number ever laid in one year before, since the completion of the road (the largest number being 46,691 in 1871). We are expending liberally for the improvement of the road-bed and track, believing it to be good economy and that it will meet your approval. Experience has taught us that the most important part of a railroad is the track, and that money judiciously expended in improving that, is well invested.

The furniture of the road has been kept in good repair and the condition of the cars and engines is now better than a year ago. There has been added to the equipment of the road and charged to current expenses, 10 new platform cars, 10 push cars, 1 snow-plough. Rebuilt—8 platform cars, 5 box cars, 1 wood car, 5 hand cars. Thoroughly repaired—20 box cars, 7 platform cars, 4 passenger cars, 1 drovers' saloon car, 1 freight saloon car, and about ten thousand dollars expended in extra repairs on engines.

The equipment of the road is the same as last year, with the addition of 1 new engine, 10 new platform cars, 1 freight saloon, 10 push cars, 2 hand cars, 1 wood car, and 1 snow plough, and is sufficient for the present business.

There has been built on the company's land at Lyndonville during the year and rented to employees, six dwelling-houses at a cost of..... \$7,500 00

Expended in adding to water-works at Lyndonville

For new car-house and other expenditures for the accommodation of the South-Eastern Railroad at Newport. 10,000 00

One new engine

There has been expended upon the road in turning river at Lyndon, raising track, and other permanent improvements, in addition to the ordinary expenses of maintaining the road and which properly belong to construction, and have been thus charged. 42,040 69

Making a total charged to construction of..... \$76,040 69

It will be noticed that the cost for wood is much in excess of any former year. This is to be attributed in a large degree to the quality of the wood we have had to burn. Our wood agent winter before last made large contracts, and the winter being extremely favorable for getting it in, every contract was filled, giving us a large amount of wood to carry through the wet season of last year, and not having proper wood sheds to store it in it suffered great deterioration in quality, and consequently the consumption of a much larger amount to get the same steam than it would with first quality wood.

We are now erecting cheap wood-sheds at different points along the line of road, intending at all times to have a good supply of dry wood under cover. We hope thereby to make a material saving in the cost of operating the road.

We stated in our last report that about \$90,000 of the notes authorized for the purpose of assisting by loan the construction of the Missisquoi and Clyde Rivers Railroad, had been negotiated. Since then the balance has been disposed of, and the whole amount of three hundred and fifty thousand dollars has been paid over to that road. We hold for this loan the first mortgage bonds of that road, amounting to \$350,000, and also an equal amount of collateral. We have also made a temporary loan to the South Eastern Railway (the lessees of the Missisquoi and Clyde Rivers Road) of \$60,000, to enable them to open the road at a much earlier day than they could have done without it. This loan is secured by ample collateral. We have had built two engines to be leased to the Montpelier and Wells River Road. That road it is expected will be in operation by October next, connecting with us at Wells River, and will, we think, bring considerable additional business to this road.

In pursuance of a vote of the stockholders passed at the special meeting held at White River Junction, March 14th, 1873, a mortgage for \$1,500,000 has been executed to B. F. Stevens, F. M. Weld and T. P. Redfield, Trustees, on the road, its franchise and entire rolling stock, payable in twenty years from April 1st, 1873. Bonds to that amount have been prepared bearing 7 per cent. interest, with coupons payable semi-annually on the first days of April and October. These are intended to take up the different classes of notes and bonds now outstanding, so that there will be but this one class of indebtedness of the corporation. These bonds are now ready to be exchanged for the notes and bonds outstanding, about \$140,000 having already been exchanged. Any one holding the notes or bonds of the company can exchange them on application at the Treasurer's Office, No. 7 Merchants' Exchange, Boston.

BALANCES, AUGUST 25, 1873.

Construction.....	\$3,461,500 29
Wood lots.....	5,028 14
Memphremagog House.....	60,433 30
Notes receivable.....	12,886 45
Superintendent, including stock and material on hand.....	180,559 74
Missisquoi and Clyde Rivers Railroad bonds.....	346,950 00
Montpelier and Wells River Railroad	25,889 58
South-Eastern Railway Co.....	60,000 00
Interest.....	1,667 89
Cash.....	19,384 85

\$4,174,699 74

Coupons and dividends uncalled for	\$9,212 05
Lyndon lands.....	29,268 65
Stock issued.....	2,175,500 09
Partial payments on account of st'k.	2,948 78
Notes payable.....	274,357 27
" Dec. 1, 1876.....	551,500 00
" July 1, 1881.....	316,000 00
Bonds payable, Dec. 1, 1876.....	385,400 00
" April 1, 1893.....	236,500 00
Earnings.....	118 54
Sinking fund.....	120,000 00
Trustees of sinking fund.....	73,900 00

\$4,174,699 74

President.—EMMONS RAYMOND.

Vice President.—JOSIAH STICKNEY.

Directors.—Emmons Raymond, Josiah Stickney, Elijah Cleveland, B. P. Cheney, Albert Knight, Henry Chase, Benjamin Pomroy, Gardner C. Brown, T. P. Redfield, F. M. Weld, Horace Fairbanks, Amos Barnes, S. S. Thompson.

Treasurer.—N. P. LOVERING.

Secretary.—ELIJAH CLEVELAND.

Superintendent.—WILLIAM M. PARKER.

Chesapeake and Ohio Railroad.

The directors of this company, after a careful investigation of its affairs, and an earnest effort to devise the best mode of re establishing its credit on a permanent and substantial basis, have decided that this result can only be secured by funding the entire floating debt of the company, which amounts to more than eight millions of dollars, and a portion of the interest on its mortgage debt, in income bonds, to be paid out of the net earnings of the road.

They have, therefore, authorized the issue of 7 per cent twenty-year income bonds, to the amount of twelve millions of dollars, to be used in retiring the floating debt, and in funding the interest that will accrue on its 6 per cent bonds, to and including May 1, 1875; and also the interest that will accrue on its 7 per cent bonds, to and including July 1, 1876.

The said income bonds, principal and interest, are payable out of the net earnings of the road, interest semi-annually, and are dated October 1, 1873.

The proposition of the company to the holders of its bonds is therefore as follows:

All holders of 6 per cent bonds, having coupons attached, to surrender to the company all coupons due on or before May 1, 1875, and to receive therefor the face value thereof, less interest to October 1, 1873, in income bonds as above described, at the rate of eighty-five cents on the dollar. All holders of registered 6 per cent bonds having coupons detached, to assign to the said railroad company all interest that will accrue thereon to and including May 1, 1875, and to receive the value or amount thereof, less interest to October 1, 1873, in income bonds as above set forth. All holders of 7 per cent bonds having coupons attached, to surrender to the company all coupons due on or before July 1, 1876, and to receive therefor the face value thereof, less interest to October 1, 1873, in income bonds as above set forth. All holders of 7 per cent registered bonds having coupons detached, to assign to the said railroad company all interest that will accrue thereon to and including July 1, 1876, and to receive the value or amount thereof, less interest to October 1, 1873, in income bonds as above set forth.

These propositions are put forth with a request for their acceptance, as the directors believe there is no other way in which the affairs of the company can be placed on a basis of enduring safety and prosperity.

If the bondholders assent promptly, the company will be in a position to proceed without delay in completing its original plan of extending its road from Richmond to deep water, and establishing connections by rail with the important cities and towns of the West and South-west.

If the plan is adopted, the officers of the company are confident that its future is full of encouragement, and that the earnings of the road will insure the prompt payment of all its obligations.

At Trenton, N. J., articles of association have been filed in the office of the Secretary of State, for the construction of a railroad from Prattsville to Flemington, in Hunterdon county. This will make another connection with New York, starting from the Doylestown branch of the North Pennsylvania Railroad to Prattsville. From Flemington the route will be by the South Branch Railroad, and thence by the Central Railroad to New York.

Chicago Manufactures.

Mr. Everett Chamberlain, a member of the press of Chicago, is about to issue a volume containing a large number of statistics concerning the commerce and industries of that city, from which the following statements and figures are taken:

The following table presents a summary view of the number of establishments in each of the classes into which we have divided the manufactures of Chicago, together with the development since 1860, and the present production per year:

	Number established 1873.	Number up to 1860.	Present annual product.
Iron works.....	127	26	\$32,103,000
Wood works.....	143	26	18,607,000
Iron and wood (additional to foregoing)	58	26	17,419,500
Silver smelting and works in brass, type metal, and terra cotta.....	24	5	7,250,000
Brick and stone.....	57	6	7,570,009
Leather (including boots and shoes).....	34	13	3,001,000
Malt and spirituous liquors.....	22	5	9,140,000
Chemical varnish, &c.....	61	14	9,122,500
Miscellaneous.....	124	28	18,268,000
Total.....	660	149	\$122,481,000

Number concerns established since 1870.....	182
Total number of employees.....	48,429
Total capital invested.....	50,017,500
Total wages per annum.....	27,700,828
Total yearly product.....	122,481,000

From other figures given it is estimated that Chicago has 70,999 persons engaged in manufactures that an aggregate of \$179,831,000 is the yearly product of their labors, and that upward of one-half the entire population of the city is already supported by the manufactures of what most people are still disposed to regard as "an exclusively commercial city."

The Pennsylvania Railroad Company give notice that the fourth instalment of 25 per cent on the allotment of new stock of 1872 will be due and payable at the office of the company, between November 1st and 28th, 1873. An instalment of 25 per cent on the allotment of new stock for 1873 will be due and payable at the same time and place. The remaining instalment of 25 per cent will also be received from such stockholders as may desire to pay in full for their shares.

Blast furnaces are already in operation or are about to be established at the following points on the Chesapeake and Ohio Railroad: One at Richmond, one at Tolarsville, one at Silberton, one at Elizabeth, one near Belts Valley, one at Langdale, one at Clifton Forge, one at Laurel, and four at points not yet decided upon, a total of twelve.

Messrs. Fairbanks of St. Johnsbury, Vermont, have during the last six weeks made twenty-five hundred and sixty-two scales, all for orders. Last week they shipped eleven car loads of scales from the factory, drawing partly from stock on hand—the orders exceeding their production for the week.

The board of directors of the Concord and Claremont Railroad met on the 3d inst., and organized as follows: President, Onslow Stearns of Concord; Clerk, John Y. Murgidge of Concord; Treasurer, Joseph Minot of Concord.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	100	13,280,000	J. & J.	Long Island	50	3,000,000	M. & S.	Vermont and Mass.	100	2,880,000	M. & N.
Allegheny Valley	50	2,268,350	July '73 31	Louisv. Cin. and Lex.	50	1,623,483	J. & J.	Warren (N. J.)	100	1,800,000	J. & D.
Atlanta and West Point.	100	1,232,200	July '71 4	" " pref.	50	848,700	J. & J.	Warwick Valley	100	225,000	A. & O.
Atlantic and Gulf	100	3,093,200	July '71 31	Louisville and Nashville.	100	8,980,500	F. & A.	West Jersey	100	1,200,000	F. & A.
" " pref.	100	3,838,978	July '71 31	Louisv. N. Alb. & Chi.	100	8,000,000	J. & D.	Winchester & Potomac.	100	180,000	J. & J.
Atlantic and St. Law.	100	39,494,900	Mar. '73 2	Lowell and Lawrence	100	200,000	A. & O.	Winchester & Strasburg.	100	500,000	J. & J.
" " new 1870.	100	1,500,000	Mar. '73 2	Lykens Valley	20	600,000	F.M.A.N.	Worcester and Nashua.	75	1,400,558	J. & J.
Aron, Genesee & Mt. M.	100	194,250	Oct. '72 14	Macon and Western	100	2,500,000	J. & J.	HORSE-POWER R. R.			
Baltimore and Ohio	100	13,131,962	M. & N.	Maine Central	100	3,400,500	M. & N.	Albany City	100	110,300	— & —
Washington Br.	100	1,650,000	A. & O.	Manchester and Low.	100	1,000,000	M. & N.	Baltimore City	100	803,000	F. & A.
Parkersburg Br. pref.	50	5,680,685	Oct. '73 5	Marietta & Cincinnati.	50	1,372,891	M. & S.	Bleeker St. & Fy. (N.Y.)	100	900,000	— & —
Berkshire	100	600,000	J. & J.	" " 1st pref.	50	8,130,719	M. & S.	Boston and Chelsea	100	110,000	A. & O.
Biosburg & Corning.	100	250,000	J. & D.	" " 2d pref.	50	5,312,725	F. & A.	Broadway (Brooklyn)	100	200,000	J. & J.
Boston and Albany	100	19,064,100	M. & N.	Massachusetts	100	400,000	F. & A.	Broadw. & 7th Av. (N.Y.)	100	2,100,000	J. & D.
Bos., Cin. & Pittsb. pref.	100	633,200	M. & N.	Michigan Central	100	18,738,204	J. & J.	Brooklyn City & Newl.	100	1,500,000	F.M.A.N.
Agricultural Br. guar.	100	60,000	J. & D.	Mill Creek & Mineh.	50	323,375	J. & J.	Brooklyn City & Jamaica.	100	488,100	J. & J.
Bost., One. & Mont. pref.	100	800,000	M. & N.	Milwaukee and St. Paul.	100	13,398,550	J. & J.	Brooklyn City & Jamaica.	100	302,000	J. & J.
Boston and Lowell	500	2,852,900	J. & J.	" " pref.	100	10,825,777	F. & A.	Buckhick (Brooklyn)	100	727,800	A. & O.
Boston and Maine	100	6,816,807	M. & N.	M. Hill & Schuy. Hav.	50	3,856,450	J. & J.	Cambridge	100	1,068,400	A. & O.
Boston and Providence.	100	3,950,000	F. & A.	Morris and Essex.	50	14,008,100	J. & J.	Can. Park, N. & E. Riv.	100	500,000	J. & J.
Buffalo, N. Y. and Erie.	100	960,000	M. & S.	Nashua and Lowell	100	800,000	M. & N.	Citizens' (Phil.)	5	200,000	M. & S.
Burlington and Mo. Riv.	100	5,638,000	M. & S.	Naugatuck	100	1,877,900	F. & A.	Citizens' (Pbg.)	50	200,000	M. & S.
" " pref.	100	1,485,900	M. & S.	Nesquehoning Valley.	50	1,000,000	M. & S.	Coney Island &brook.	100	500,000	— & —
Camden and Amboy.	100	5,847,800	J. & J.	Newark and N. York.	100	977,400	J. & J.	D. Dock E. B'dw. & Bat.	100	1,200,000	F.M.A.N.
Camden and Atlantic.	50	379,020	Oct. '72 31	N. Bedford & Taunton.	100	500,000	M. & N.	Eighth Avenue (N.Y.)	100	1,000,000	J. & J.
" " pref.	50	752,760	Oct. '72 31	N. C. & Beaver Val.	50	1,800,000	J. & J.	Elizabeth and Newark.	100	200,000	— & —
Cape Cod	50	1,020,330	J. & J.	N. Haven & Northamp.	100	605,000	J. & J.	42nd St. & G. St. Ferry.	100	748,000	M. & N.
Cape May and Millville.	50	447,000	J. & D.	New Jersey.	100	7,295,200	J. & J.	Frankf. & Southw. (Ph.)	50	491,750	J. & J.
Catawba & Foggel.	50	426,000	Nov. '71 6	New London Northern.	100	1,418,800	J. & J.	Germantown (Ph.)	50	1,000,000	J. & J.
Catawba	50	1,159,500	— & —	N. Y. Cen. & Hudson R.	100	89,428,330	A. & O.	Girard College (Ph.)	50	500,000	J. & J.
" " pref.	50	2,200,000	M. & N.	New York and Harlem.	100	8,500,000	J. & J.	Grand St. and Newton.	100	170,000	J. & J.
Cayuga and Susq.	100	589,110	J. & J.	" " pref.	100	1,500,000	J. & J.	Green & Cones St. (Ph.)	100	500,000	J. & J.
Cedar Rapids & Mo. R.	100	6,860,400	M. & N.	N. Y., N. H. & Harf.	100	15,500,000	J. & J.	Heston, Mantau & Fairm.	100	2,050,000	J. & J.
" " pref.	100	769,000	F. & A.	N. Y., Provid. & Boston.	100	2,000,000	J. & J.	Lomb. & South St. (Ph.)	25	105,000	A. & O.
Central of Georgia.	100	4,666,800	J. & J.	Nieg. Bridge & Canand.	100	1,000,000	J. & J.	Lynn and Boston	100	200,000	— & —
Central of New Jersey.	100	20,000,000	J. & J.	North Carolina.	100	4,000,000	Irregular.	Malden and Melrose.	100	200,000	— & —
Central Ohio	50	2,425,000	J. & D.	N. Eastern (N.C.) pref.	100	111,000	M. & N.	Metropolitan (Boston)	50	1,500,000	M. & N.
" " pref.	50	400,000	J. & D.	North Pennsylvania.	50	3,150,150	January.	Middlesex (Boston)	100	400,000	A. & O.
Central Pacific	100	54,275,500	July '73 14	Northern Central	100	5,842,000	M. & N.	Ninth Avenue (N.Y.)	100	797,320	— & —
Chemung	100	380,000	J. & J.	N. rthern N. Hampsh.	100	3,000,000	J. & D.	Orange and Newark.	100	282,555	— & —
Cheshire, preferred	100	2,100,000	J. & J.	Northern New Jersey.	100	1,000,000	J. & J.	Philadelphia City	50	760,000	J. & J.
Chicago and Alton	100	8,929,900	M. & S.	Norwich & Worcester.	100	2,823,400	J. & J.	Philadelphia and Darby.	20	200,000	J. & J.
" " pref.	100	2,425,400	M. & S.	Ogdensb. & L. Champ.	100	3,077,800	J. & J.	Phila. and Grey's Ferry.	50	284,775	J. & J.
Chicago, Burl. & Quincy.	100	18,652,910	M. & S.	" " pref.	100	2,000,000	A. & O.	Pbg. Alleg. & Manchester.	50	200,000	M. & N.
Chicago, Iowa & Nebras.	100	3,916,300	J. & J.	Ohio and Mississippi.	100	19,995,847	J. & J.	Second Avenue (N.Y.)	100	888,100	J. & J.
Chicago & N. Western.	100	15,033,480	J. & D.	" " pref.	100	4,024,474	J. & D.	Second & Third St. (Ph.)	50	962,100	J. & J.
" " pref.	100	21,239,563	J. & J.	Oil Cr. & Allegheny R.	50	4,259,450	J. & J.	17th & 19th streets (Ph.)	50	500,000	J. & J.
Chicago, B. I. & Pacific.	100	19,000,000	A. & O.	Old Colony & Newport.	100	6,297,900	J. & J.	Sixth Avenue (N.Y.)	100	750,000	M. & N.
Cin., Ham. & Dayton.	100	3,500,000	A. & O.	Oswego and Syracuse.	100	482,400	F. & A.	Third Avenue (N.Y.)	100	1,170,000	F.M.A.N.
Cin., Sand. and Cleve.	50	2,980,550	— & —	Pacific of Missouri.	100	3,635,750	— & —	13th & 15th street (Ph.)	50	1,000,000	J. & J.
" " pref.	50	239,046	M. & N.	Panama	100	7,000,000	J. & J.	Somerville (Boston)	100	75,000	A. & J.
Clev., Col., Cin. & Ind.	100	14,991,275	F. & A.	Patterson and Hudson.	100	630,000	J. & J.	South Boston	50	400,000	J. & J.
Cleveland & Mahoning.	50	2,057,599	M. & N.	Patterson and Newark.	100	500,000	J. & J.	Union (Boston)	100	200,000	— & —
Cleveland & Pittsburg.	100	11,236,160	F.M.A.N.	Patterson and Ramapo.	100	245,000	J. & J.	Union (Phila.)	50	400,000	J. & J.
Col., Chic. & Ind. Cen.	100	13,000,000	— & —	Pember & Hightstown.	50	342,150	J. & J.	West Philadelphia.	50	400,000	J. & J.
Columbus and Xenia.	50	1,784,800	M. & S.	Pennsylvania	50	72,000,000	M. & N.				
Colum. & Hocking Val.	100	2,500,000	F. & A.	Peoria & Bureau Val.	100	1,200,000	F. & A.				
Concord	100	1,500,000	M. & N.	Philadelphia and Erie.	100	6,004,300	J. & J.				
Concord and Port.	100	850,000	J. & J.	" " pref.	100	2,400,000	J. & J.				
Conn. & Passaic Riv.	100	2,100,000	F. & A.	Phil. Ger. & Norristown.	50	1,626,250	M. & S.				
Connecticut River.	100	1,850,000	J. & J.	Philadelphia & Reading.	100	32,684,375	J. & J.				
Cumberland Valley.	100	1,404,250	A. & O.	" " pref.	50	1,561,800	J. & J.				
Danbury and Newl.	50	400,000	M. & S.	Phila. and Trenton.	100	1,259,100	J. & J.				
Delaware	100	1,230,941	J. & J.	Phila., Wil. & Balt.	100	11,485,750	J. & J.				
Del., Lackaw. & Westn.	50	18,868,850	J. & J.	Pittsb., Ft. W. & Chi.	100	18,714,285	J. & J.				
Detroit & Milwaukee.	50	822,140	— & —	" " Special Imp.	100	2,000,000	J. & J.				
" " pref.	50	2,095,000	J. & J.	Pittsfield & N. Adams.	100	410,000	J. & J.				
Dubuque & Sioux City.	100	5,000,000	J. & J.	Portland and Keamebec.	100	618,700	J. & J.				
East Pennsylvania.	100	1,309,200	J. & J.	Yarmouth certificates.	100	202,400	A. & O.				
East Mahanoy.	50	392,950	J. & J.	Portl., Susq. & Portm.	100	1,500,000	J. & J.				
Eastern (Mass.)	100	4,262,600	J. & J.	Providence & Worcester.	100	2,000,000	J. & J.				
Eastern (N. H.)	100	492,500	J. & J.	Raleigh and Gaston.	100	1,500,000	J. & J.				
Elmira, Jef. & Canand.	100	500,000	F. & A.	Rensselaer & Saratoga.	100	6,000,000	J. & J.				
Elmira & Williamsport.	50	500,000	M. & N.	Roch. & Genesee Val.	110	557,500	— & —				
" " pref.	50	500,000	J. & J.	Romo, Watert. and Ogd.	100	2,998,900	J. & J.				
Erie Railway	100	78,000,000	Oct. '73 1	Rutland	100	2,700,000	— & —				
" " pref.	100	8,536,910	Oct. '73 1	" " preferred.	100	4,300,000	F. & A.				
Erie and Pittsburg.	50	1,090,250	M. & S.	St. Croix and Penobscot.	100	100,000	J. & J.				
Fitchburg	100	4,000,000	J. & J.	St. L., Alt. & T. Haute.	100	2,300,000	— & —				
Georgia	100	4,116,000	J. & J.	" " pref.	100	2,040,000	May.				
Grand River Val. guar.	100	1,000,000	— & —	St. Louis and Iron Mt.	100	10,000,000	F. & A.				
Grand Trunk, (Ca.)	100	14,367,946	A. & O.	St. L., Kan. C. & North.	100	12,000,000	— & —				
Great Western, (Ca.)	100	19,237,404	Oct. '73 21	" " pref.	100	12,000,000	Nov. '72 21				
Hannibal & St. Joseph.	100	4,151,700	F. & A.	Saratoga and Schenec.	100	300,000	A. & O.				
" " pref.	100	5,078,224	Annual	Schoykill Valley.	50	576,050	J. & J.				
Hanover Branch, (N.Y.)	50	116,850	— & —	Seaboard and Roanoke.	100	1,151,400	M. & N.				
Harlem Extension	100	4,000,000	— & —	Shamokin V. & Pottav.	50	899,450	F. & A.				
Harrisburg & Lancaster.	50	1,182,500	J. & J.	Shore Line.	100	995,800	F. & A.				
Housatonic, pref.	100	1,180,000	J. & J.	South Branch (N. J.)	100	438,800	J. & J.				
Huntingdon & Ed Top.	50	880,000	J. & J.	South Carolina	100	8,819,275	F. & A.				
" " pref.	50	450,750	J. & J.	South Western, (Ga.)	100	3,399,900	F. & A.				
Illinois Central	100	29,280,510	F. & A.	Staten Island	100	600,000	J. & J.				
Indianaapolis, Cin. & Laf.	50	7,858,487	M. & S.	Stockbridge and Pitts.	100	445,700	J. & J.				
Iowa Falls & Sioux City.	100	4,025,000	— & —	Stony Brook.	100	267,300	M. & N.				
Jefferson, Mad. & Ind.	100	3,000,000	A. & J.	Summit Branch.	50	2,502,250	F. & A.				
Joliet and Chicago.	100	1,500,000	J. & J.	Sussex (N. J.)	100	317,870	J. & J.				
Joliet & North Indiana.	100	800,000	J. & J.	Syr., Bingham. & N.Y.	100	1,070,189	J. & J.				
Lake Shore & Mich.	100	19,466,500	F. & A.	Taunton Branch	100						

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities Oct. 1, 1873.											
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	112 1/2	Massachusetts—(\$30,712,882):					
.. Bonds (new), 1866, '68 and '72.....coupon	13,955,000	5	" "	1874		.. State (public works) scrip, '72.....	708,000	5	Vario	'72-'80	
Loan of February 5, 1861.....registered	13,760,000	5	Jan. & July.	1880	111 1/2	.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	
.. Bonds (new), 1866, '68 and '72.....coupon	4,655,000	5	" "	1880	113 1/2	.. Union Fund Loan, 1861.....	2,800,000	5	Jan. & July.	'72-'76	
Oregon War Bonds of March 2, 1861.....coupon	945,000	5	Jan. & July.	1881	109 1/2	.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	
Loan of July 17, and Aug. 5, 1861.....registered	125,566,150	5	Jan. & July.	1881	111 1/2	.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bonds (new), 1866, '68 and '72.....coupon	63,753,200	5	" "	1881	113 1/2	.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	99
Loan of Feb. 25, 1862 (5-20s).....registered	17,054,000	5	May & Nov.	1882	107	.. Bounty Loan, 1864, £282,000 stg.....	4,000,744	5	" "	1894	
.. Bonds (new), 1866, '68 and '72.....coupon	170,227,150	5	" "	1882	106 1/2	.. War Loan (5-20) cur. 1866.....	2,551,500	5	Mar. & Sept.	1886	
Loan of March 3, 1863.....registered	53,553,000	5	Jan. & July.	1881	111 1/2	.. R. R. & Hoosac T. bonds, £1,448,700 stg.....	7,175,451	5	April & Oct.	'88-'93	
.. Bonds (new), 1866, '68 and '72.....coupon	21,446,400	5	" "	1881	113 1/2	.. R. R. & Hoosac Tunnel bonds, dollar.....	1,166,500	5	" "	'90-'93	
Loan of March 3, 1864 (5-20s).....registered	946,000	5	May & Nov.	1884	107 1/2	.. Loan (R. H. & Erie R. R.) £743,600 stg.....	3,599,024	5	Jan. & July.	1900	
.. Bonds (new), 1866, '68 and '72.....coupon	24,798,950	5	" "	1884	107 1/2	Michigan—(\$2,332,293):					
Loan of June 30, 1864 (5-20s).....registered	33,386,050	5	May & Nov.	1884	106 1/2	.. Canal Bonds, 1859.....	81,000	6	Jan. & July.	1879	
.. Bonds (new), 1866, '68 and '72.....coupon	33,386,050	5	" "	1884	106 1/2	.. \$2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	
Loan of March 3, 1865 (5-20s).....registered	33,925,600	5	May & Nov.	1885	107	.. \$2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96 1/2
.. Bonds (new), 1866, '68 and '72.....coupon	118,917,150	5	" "	1885	107 1/2	.. \$2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	
.. 2d series (5-20s).....registered	55,547,500	5	Jan. & July.	1885	109 1/2	.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	
.. Bonds (new), 1866, '68 and '72.....coupon	147,211,750	5	" "	1885	109 1/2	.. Bounty (War) Bonds, 1865.....	100,000	6	Jan. & July.	1878	
.. 3d series (5-20s).....registered	87,491,700	5	Jan. & July.	1887	110 1/2	Minnesota—(\$360,000):					
.. Bonds (new), 1866, '68 and '72.....coupon	223,687,000	5	" "	1887	111 1/2	.. Sioux War Bonds, 1862.....	100,000	7	May & Nov.	1872	
.. 4th series (5-20s).....registered	13,699,000	5	Jan. & July.	1888	112	.. State Building Bonds, 1867-'68 and '69.....	250,000	7	Jan. & July.	'77-'79	
Loan of March 3, 1864, (10-40s).....registered	140,477,800	5	Mar. & Sept.	1904	105 1/2	.. Railroad Bonds (suspended) 1858.....	2,275,000	7	June & Dec.	1883	
.. Bonds (new), 1866, '68 and '72.....coupon	54,089,500	5	" "	1904	106 1/2	Missouri—(\$17,669,000):					
Consols of July 14, '70 & Jan. 20, '71 registered	161,716,450	5	F. M. A. & N.	1881	108 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	85
.. Bonds (new), 1866, '68 and '72.....coupon	121,283,550	5	" "	1881	108 1/2	.. Railroad Loans Bonds, 1864-'66.....	1,589,000	6	" "	'87-'88	
Consols registered		4 1/2	F. M. A. & N.	1886		.. S. W. Br. of Pacific R. R. bonds, guar.....	14,496,000	7	" "	'74-'90	92 1/2
.. Bonds (new), 1866, '68 and '72.....coupon		4 1/2	" "	1886		.. State Bonds, funding, 1867-'68.....	2,727,000	6	" "	'76-'91	
Consols registered		4	F. M. A. & N.	1901		Nevada—(\$660,000):					
.. Bonds (new), 1866, '68 and '72.....coupon		4	" "	1901		.. State Bonds, for floating debt.....	660,000	10	Mar. & Sept.	'72-'87	
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)		3				New Hampshire—(\$2,465,400):					
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3				.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	96 1/2
Certificates of Indebtedness 1870.....(cur.)	678,000	4				.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	97 1/2
Pacific R. R. Bonds.....(currency)	64,623,512	4	Jan. & July.	'96-'99	109 1/2	.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98 1/2
U. S. Notes and Fractional Currency.....	402,309,134	nil.				New Jersey—(\$2,896,200):					
State Securities, latest dates.											
Alabama—(\$15,42,000):						.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104 1/2
.. Bonds (old and extended), 1866 and '72.....	2,582,800	5	May & Nov.	'86-'92	46	.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'90	
.. Bonds (new), 1866, '68 and '72.....	2,596,000	5	Jan. & July.	'86-'92	54 1/2	.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	5	" "	'90-'91		New York—(\$38,121,900):					
.. Railroad Bonds endorsed, 1870 and '71.....	13,500,000	5	" "	'90-'91		.. General Fund Stock.....	900,000	5	J. A. J. & O.	1875	
Arkansas—(\$9,400,000):						.. General Fund Stock.....	800,000	5	" "	1878	
.. Funded Bonds, 1869 and '70.....	2,850,000	5	Jan. & July.	'99-'00	38	.. General Fund Stock.....	848,107	5	" "	pleas.	
.. Levee Bonds, 1871.....	2,185,000	7	" "	'90-'91		.. General Fund Stock.....	1,189,780	5	" "	pleas.	
.. Deficiency Bonds, 1872.....	300,000	7	" "	'90-'91		.. Canal Stock.....	1,108,420	5	" "	1874	
.. Railroad Aid Bonds, 1869 '70 and '71.....	5,465,000	7	April & Oct.	'89-'91		.. Canal Stock.....	7,408,000	5	" "	'72-'78	107 1/2
California—(\$3,51,500):						.. Canal Stock.....	2,572,000	5	" "	'74-'78	106 1/2
.. Civil Bonds 1857 and '60.....	2,108,000	7	Jan. & July.	'77-'80	117	.. Canal Stock.....	880,000	5	" "	1877	
.. Bounty and Relief Bonds, 1863 and '64.....	954,500	7	" "	'83-'85		.. Bounty Loan Bonds, 1867, registered.....	20,675,000	7	Jan. & July.	1877	103 1/2
.. State Capital Bonds, 1871.....	250,000	7	" "	'81		.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	7	" "	1877	104 1/2
Connecticut—(\$5,767,500):						North Carolina—(\$29,900,045):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	5	Jan. & July.	1871		.. State (old) Bonds 1848 to 1860.....	4,738,000	5	Jan. & July.	'72-'92	18
.. War Loan, Jan. 1863 and '64 (20s).....	2,286,000	5	" "	'83-'84	99	.. State (old) Bonds 1848 to 1860.....	3,639,000	5	April & Oct.	'72-'92	
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	5	April & Oct.	1874		.. State (new) Bonds, 1867 to 1870.....	3,009,045	5	Jan. & July.	'92-'98	10
.. War Loan, Oct. 1, 1865 (20s) tax free.....	1,741,100	5	" "	1885		.. State (new) Bonds, 1867 to 1870.....	1,859,000	5	April & Oct.	'92-'98	
Florida—(\$9,728,865):						.. Funding (Debt) Bonds, 1866.....	2,417,400	5	Jan. & July.	1900	17
.. Convention Bonds 1868.....	30,000	5	April & Oct.	1888		.. Funding (Interest) Bonds 1868.....	1,821,400	5	April & Oct.	1878	15 1/2
.. Bonds, 1868-'69.....	191,000	5	Various.	'88-'99		.. Special Tax Bonds.....	11,407,000	5	" "	'98-'99	14
.. Bonds, 1871.....	210,000	5	Various.	1901		Ohio—(\$9,022,721):					
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	5	Jan. & July.	1900		.. Loan of 1860 Bonds, skg f.d.....	882,894	5	Jan. & July.	1870	
Georgia—(\$10,494,500):						.. Loan of 1860 Bonds, skg f.d.....	1,600,000	5	" "	1875	
.. Bonds for W. & A. R.R. 1842 '43 '44 & '45	866,000	5	Various.	73		.. Loan of 1860 Bonds, skg f.d.....	1,495,309	5	" "	1881	102
.. Bonds for W. & A. R.R. 1842 and 1843	276,500	5	Various.	73		.. Loan of 1866 Bonds, skg f.d.....	2,400,000	5	" "	1886	103
.. Bonds for Atl. & Gulf R.R. '68, '69, '70 & '71	600,000	5	Feb. & Aug.	'72-'74		Oregon—(\$290,527):					
.. Bonds for Atl. & Gulf R.R. 1866.....	200,000	5	" "	'72-'74		.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	
.. Bonds of Act of March 12, 1866.....	3,900,00	5	Jan. & July.	1888		.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	
.. Bonds of Act of Sept. and Oct. 1870.....	4,880,000	5	Various.	1890	84	Pennsylvania—(\$39,272,956):					
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	'80-'92	80	.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	100
Illinois—(\$2,133,634):						.. Loan of Feb. 1867 (5-10s).....	3,780,550	5	" "	'72-'77	100
.. Interest Bonds, inscribed stock, 1847.....	971,834	5	Jan. & July.	1878		.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	106
.. Refunded Stock Bonds, 1859.....	348,000	5	" "	'77-'78		.. Loan of Feb. 1867 (10-15s).....	7,890,550	5	" "	'82-'92	106
.. Thornton Loan Bonds, 1861.....	102,000	5	" "	1880		.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	107 1/2
.. War Loan Bonds, 1861.....	417,000	5	" "	1880		.. Loan of Feb. 1867 (15-25s).....	9,271,850	5	" "	'82-'92	107 1/2
.. Chicago Relief Bonds, 1871.....	250,000	5	May & Nov.	1881		.. Inclined Plane Loan, of April 1849.....	400,000	5	April & Oct.	1879	
Kansas—(\$1,336,675):						.. State Stocks (old).....	1,997,050	5	Feb. & Aug.	1871	
.. State Bonds (various) 1863 to 1864.....	110,675	5	" "	'83-'84		.. (old).....		5	" "	'77-'78	
.. State Bonds (various) 1861 to 1869.....	1,226,000	5	" "	'83-'84		.. (old).....		4 1/2	Jan. & July.	1882	
Kentucky—(\$2,750,510):						Rhode Island—(\$2,770,000):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	'76-'80		.. War Bonds of Aug. 1862.....	1,049,000	5	Mar. & Sept.	1882	99 1/2
.. State Bonds, 1840 to 1851.....	683,000	5	April & Oct.	1873		.. of Jan. 1863.....	200,000	5	April & Oct.	1893	
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	5	Various.	'71-'72		.. of June 1863.....	602,000	5	Jan. & July.	1893	
Louisiana—(\$21,214,800):						.. of May 1864.....	829,000	5	Feb. & Aug.	1894	
.. State Bonds, to R. R. Co's, 1840 to 1866	1,8										

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Brunswick and Albany:						
1st Mortgage.....	\$980,000	7	Jan. & July.	New York.	1886	....	1st Mort.(gold)end. by Ga.tax fr.	\$3,630,000	6	April & Oct.	New York.	1908	....
Alabama Central:							2d Mort.sinking fund gold.....	2,360,000	7*	" "	" "	1893	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	Buffalo, Bradford and Pittsburg:						
Alabama and Chattanooga:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guar. by Ala.....	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, Corry and Pittsburg:						
2d Mortgage.....	9,000pm	8	" "	" "	1889	....	1st Mortgage.....	700,000	7	March & Sept.	New York.	1886	....
Alabama and Georgia:							Buffalo, New York and Erie:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	92
Albany and Susquehanna:							Buffalo, New York & Phila.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	100	1st Mortgage.....	3,000,000	6	Jan. & July.	New York.	1896	....
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	84	Burlington, Cedar Rapids & Minn.:						
3d Mortgage.....	399,000	7	May & Nov.	" "	1881	92	1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Albany Loan.....	1,000,000	6	" "	Albany.	1895	....	Burlington and Missouri River:						
Alexandria and Fredericksburg:							Land and R. R. Mortgage.....	5,058,350	7	April & Oct.	Boston.	1893	94
1st Mortgage.....	1,000,000	7	June & Dec.	New York.	1896	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	" "	1875	....
Allegheny Valley:							Stock Bonds pref. 3d lien.....	1,200,000	8	" "	" "	1878	....
General Mortgage.....	4,000,000	7.3	Jan. & July.	New York.	1896	90	Stock (common) Bonds.....	980,000	8	April & Oct.	" "	1879	97
Special Mortgage to Penn.....	3,500,000	6	" "	Harrisburg.	....	87	Stock (common) Bonds.....	899,500	8	Jan. & July.	" "	1894	98
Androscoquin:							Stock (common) Bonds.....	1,377,849	8	" "	" "	1889	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Burlington & Mo. Riv. in Neb.:						
Arkansas Central (narrow gauge):							1st Mortgage convertible.....	5,557,971	8	Jan. & July.	Boston.	1894	85
1st Mortgage.....	8,000pm	8*	Jan. & July.	New York.	1891	....	Burlington and Southwestern:						
Atchison and Nebraska:							1st Mortgage.....	20,000pm	8	May & Nov.	Boston.	1895	50
1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1891	....	Cairo and Fulton (Arkansas):						
Atchison, Topeka and Santa Fe:							1st Mort. (R.R. & lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
1st Mortgage (gold).....	15,000pm	7*	Jan. & July.	Boston.	1899	87	Cairo and St. Louis (3 ft. gauge):						
Land Grant Mortgage (gold).....	7,500pm	7*	April & Oct.	" "	1902	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Atlanta and Richmond Air Line:							Cairo and Vincennes:						
1st Mortgage (guar. by Ga.).....	16,000pm	8	Jan. & July.	New York.	1900	88	1st Mortgage, gold.....	3,500,000	7*	April & Oct.	New York.	1901	....
Atlantic and Great Western:							California Pacific:						
1st Mortgage (gold).....	18,000,000	7*	Jan. & July.	London.	1902	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage (gold).....	12,000,000	7*	March & Sept.	" "	1902	....	Camden and Atlantic:						
3d Mortgage (gold) Income.....	29,000,000	7*	May & Nov.	" "	1902	....	2d Mortgage of 1884.....	500,000	7	April & Oct.	Camden.	1879	90
Atlantic and Gulf:							Camden and Burlington County:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....	Consolidated 1st Mortgage.....	388,000	6	Feb. & Aug.	Philadelphia.	1907	89
Sectional (S. A. & G. R. R.) bonds	810,000	7	" "	" "	var.	....	Canada, Michigan and Chicago:						
1st Mortgage (S. Ga. & Fla. R.R.)	450,000	7	May & Nov.	" "	1888	....	1st Mort. (skg fd) for \$2,760,000..	....	7	" "	New York.	....	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....	Canada Southern:						
Atlantic and Lake Erie:							1st Mort (skg fd) d'd for \$9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	60
1st Mort. (gold) for \$5,000,000..	....	7*	Jan. & July.	New York.	1901	....	Carthage & Burlington (C.B. & Q.):						
Atlantic, Miss. and Ohio (428 m.):							1st Mortgage guar. and tax free..	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage for \$15,000,000..	....	7	Jan. & July.	New York.	1901	....	Catawissa:						
Atlantic and North Carolina:							1st Mortgage (old).....	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage (new).....	1,300,000	7	" "	" "	1900	85
Atlantic and Pacific:							Chattel Mortgage.....	158,350	6	" "	" "	1890	61
Land Mortgage gold bonds.....	3,000,000	6*	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
1st Mort. (So. Pac. R.R. gold b'ds	7,260,000	6*	" "	" "	1888	....	1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
Atlantic and St. Lawrence:							Cedar Falls and Minnesota:						
1st Mortgage (sterling) of 1883..	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (C. F. to Waverly)....	294,000	7	April & Oct.	New York.	1884	....
2d Mortgage (sterling) of 1884..	1,499,966	6*	April & Oct.	" "	1884	....	1st Mort. (W. to Minn. Line)....	1,377,000	7	Jan. & July.	" "	1907	20
3d Mortgage (sterling) of 1871..	712,932	6*	May & Nov.	" "	1891	....	Cedar Rapids & Mo. Riv. (C. & N.W.):						
Bald Eagle Valley:							1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage 2d Div. \$10,000 p. m.	682,000	7	" "	" "	1894	87
2d Mortgage.....	100,000	7	" "	" "	1884	....	1st Mortgage 3d Div. \$16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84
Baltimore and Ohio:							Central Branch Union Pacific:						
Loan of 1855-75.....	868,260	6	Jan. & July.	Baltimore.	1875	98	1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
Loan of 1850-80.....	679,500	6	" "	" "	1880	92	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Loan of 1853-56.....	1,710,500	6	April & Oct.	" "	1885	91	Central of Georgia:						
Loan of 1855-90 (Balt.) skg fd..	8,645,683	6	Jan. & July.	" "	1890	....	1st Mortgage.....	789,000	7	March & Sept.	New York.	1875	....
Loan of 1870-95 (stg.) skg fund.	3,788,782	6	March & Sept.	London.	1895	....	Central of Iowa:						
2d Mort. (N.W. Va. R.R. assumed	8,185,500	6	Jan. & July.	Baltimore.	1873	100	1st Mortgage, gold, \$16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
3d Mort. (N.W. Va. R.R. assumed	140,000	6	" "	" "	1885	94	2d Mortgage, gold, \$4,000 p. m..	812,000	7*	April & Oct.	" "	1901	....
Baltimore and Potomac:							Central of New Jersey:						
1st Mort. (Tunnel) gold guar.....	1,600,000	6*	Jan. & July.	Baltimore.	1911	....	2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
1st Mortgage (R. R.) gold guar.....	3,500,000	6*	April & Oct.	" "	1911	....	Convertible bonds of 1872.....	1,725,000	7	" "	" "	1902	....
Bangor and Piscataquis:							New Mortgage for \$5,000,000..	5,000,000	7	Feb. & Aug.	" "	1890	101
1st Mortgage (Bangor loan).....	605,000	6	April & Oct.	Bangor.	1899	....	Loan of Leb. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	" "	1901	....	Central Ohio (B. & O.):						
Bay City and East Saginaw:							1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	85
1st Mort. guar. by F. & P. Rq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Central Pacific of California:						
Bedford and Bridgeport:							1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	1895-99	84
1st Mortgage.....	500,000	8	April & Oct.	Philadelphia.	1891	....	Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106
Belfast and Moosehead Lake:							State Aid P'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	109
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
Belleville and Southern Illinois:							1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	1888-92	....
1st Mort. guar. by St. L. A. & T. H.	1,109,000	8	April & Oct.	New York.	1896	90	1st Mort. (B. Fr., Okld & Ala.)..	500,000	6*	" "	San Francisco	1890	....
Beloit and Madison (C. & N.W.):							1st Mort. (San Joaquin V. D.) gold	6,030,000	6*	April & Oct.	New York.	1900	....
1st Mortgage.....	333,000	7	Jan. & July.	New York.	1888	....	Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Belvidere Delaware:							Charleston and Savannah:						
1st Mortgage (guar. by C. &)	1,000,000	6	June & Dec.	New York.	1877	95	1st Mortgage guar. by S. Car....	505,000	6	March & Sept.	Charleston.	1877	....
2d Mortgage (A. Co. and)	495,500	6	March & Sept.	Princeton.	1885	81	Funded Interest on 1st Mort....	157,400	7	" "	" "	1889	....
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	" "	1887	75	Charlotte, Columbia & Augusta:						
Blue Ridge, (S. Car.):							1st Mortgage.....	2,100,000	7	Jan. & July.	New York.	1895	....
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Charters:						
Boston and Albany:							1st Mort. guar. by Penna.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	103	Cheraw and Darlington:						
Boston, Clinton and Fitchburg:							1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
1st Mortgage (Agricultural Br.)..	400,000	6	Jan. & July.	Boston.	1884	82	2d Mortgage dated Jan. 1, 1869.	75,0					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chester & Chicago Br. Junction:							Cinc. & Indiana (Ind. C. & La.F.):						
1st Mort. for \$1,000,000 skg fund	\$1,000,000	10	May & Nov.	St. Louis.	1877	....	1st Mortgage guaranteed.....	\$600,000	7	June & Dec.	New York.	1892	....
Chester and Tamaroa:							2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1877-87	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cinc., Richmond & Fort Wayne:						
Chester Valley:							1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....	Cincinnati, Sandusky and Clev.:						
Chicago and Alton:							1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80
1st Mortgage, pref. sinking fund.	250,000	7	May & Nov.	New York.	1877	102	1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77
2d Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	101	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	" "	1877	89
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1888	90	Cincinnati and Springfield:						
1st Mort. (St. L. & C.) assumed	564,000	7	" "	" "	1894	90	1st Mortgage for \$2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	....	Cincinnati and Terre Haute:						
Chicago, Burlington and Quincy:							1st Mort. (Ind. Div.) for \$6,000,000	.....	7	" "	New York.	1901	....
Trust Mortgage skg fund.....	3,592,000	8	Jan. & July.	New York.	1883	106	Cincinnati, Wabash and Mich.:						
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....	1st Mortgage for \$16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....	Clev., Col., Cin. & Indianapolis:						
2d Mort. (Northern Cross) gold..	941,000	4	July.	Frankfort.	1890	....	1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	99
Loan of 1872.....	6,953,225	7	Jan. & July.	Boston.	1896	87	1st Mort. (C. C. and C. R. R.)..	272,000	7	June & Dec.	" "	1873-84	....
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....	1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
1st Mort. (Pee. & Han.) guar.....	600,000	8	" "	" "	1878	....	Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....	1st Mortgage 1863.....	660,000	7	Feb. & Aug.	New York.	1873	....
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	" "	1889	95	3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Car. & Burl.) guar.....	600,000	8	May & Nov.	" "	1879	95	1st Mort. (Branch) 1863.....	71,000	7	Jan. & July.	" "	1873	....
1st Mort. (Quincy & War.) guar.....	800,000	8	Jan. & July.	" "	1890	97	Clev., Mt. Vernon and Delaware:						
1st Mort. (O. O. & Fox Rv.) guar.....	1,280,000	8	" "	" "	1900	92	1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Ill. Gr. Trunk) guar.....	900,000	8	April & Oct.	" "	1890	97	Cleveland and Pittsburg (Pa. Co.):						
Chicago, Cincinnati and Louisville:							2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	97
Chicago, Clinton & Dubuque:							4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	82
1st Mort. guar. C. B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80	Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	89
Chicago, Danville and Vincennes:							Colebrookdale:						
1st Mortgage (Ill. Div.) gold.....	2,500,000	7*	April & Oct.	New York.	1909	90	1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
1st Mortgage (Ind. Div.) gold.....	1,500,000	7*	" "	" "	1912	90	Colorado Central (3 ft. gauge):						
Chicago, Dubuque & Minnesota:							1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
1st Mortgage guar. \$25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78	Columbus, Chicago & Ind. Cent.:						
Chicago and Illinois Southern:							1st Mortgage Consol. skg fund..	15,844,750	7	April & Oct.	New York.	1908	73
1st Mortgage for \$19,000 p. m.	.....	8	March & Sept.	New York.	1900	....	2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	45
Chicago and Iowa:							Columbus, Springfield and Cin.:						
1st Mortgage for \$2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95	1st M. (assumed by Chm., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Chicago, Iowa and Nebraska:							Columbus and Hooking Valley:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....	1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1890	....
Chicago and Northwestern:							General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90	Columbus and Xenia:						
Funded coupons (193 m.).....	760,000	7	May & Nov.	" "	1883	80	1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
General 1st Mortgage (193 m.)...	3,588,000	7	Feb. & Aug.	" "	1885	50	Connecticut and Passumpsic Riv.:						
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	....	1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	92
Green Bay Ext. (26 m. & 76,000 ac.)	284,000	7	" "	" "	1885	....	Notes payable, conv. at par	694,000	7	" "	" "	1876	91
Equipm't (Engs. & Cars \$400,000)	101,000	7	April & Oct.	" "	1874	....	1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1899	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	99	Connecticut River:						
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	95	1st Mortgage skg fund.....	250,000	7	March & Sept.	Boston.	1878	....
Miss. Riv. Bridge (").....	200,000	7	Jan. & July.	" "	1884	....	Connecticut Valley:						
Elgin & State Line (").....	129,500	7	" "	" "	1878	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
1st Mort. (Peninsula 79 m. & land)	331,900	7	March & Sept.	" "	1898	95	Connecticut Western:						
Consol. skg fund (C. & N.W. R'y)	3,105,000	7	F. M. A. & N.	" "	1915	79	1st Mortgage for \$2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Consol. gold bonds for \$48,000,000	4,584,000	7*	June & Dec.	" "	1902	....	Connecting (Philadelphia):						
1st Mort. (Madison Exten.) gold	3,160,000	7*	May & Nov.	" "	1911	....	1st Mort. ABCD & E \$200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,234.	87
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....	Cooperstown and Susq. Valley:						
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....	1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....	Cowanesque Valley:						
3d Mort. (") guar.....	9,500	7	June & Dec.	" "	1898	....	1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
1st Mort. (Chi. & Mil. R.W.) guar.	1,141,000	7	Jan. & July.	" "	1898	90	Cumberl'd & Penn. (Consol. Coal):						
Chicago & Northern Pac. Air-L.:							1st Mortgage.....	908,500	7	March & Sept.	New York.	1891	....
1st Mort. (skg fd gold \$25,000pm)	306,000	7	" "	" "	1888	....	2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Chicago & Mich. Lake Shore:							Cumberland Valley:						
1st Mort. of Sept. 1, '69, \$16,000pm	1,350,000	8	May & Nov.	New York.	1889	77	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. of Nov. 1, '71, \$16,000pm	.....	8	March & Sept.	" "	1891	....	2d Mortgage.....	100,500	8	" "	" "	1908	....
Chicago, Omaha and St. Joseph:							Flain bonds.....	81,800	6	Jan. & July.	" "	1884	....
1st Mortgage for \$8,000,000.....	.....	8	April & Oct.	New York.	1901	....	Danbury and Norwalk:						
Chicago and Paducah (C. B. & Q.):							1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage \$25,000 p. m. gold..	.....	7*	" "	Boston.	1901	....	1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Chi., Pekin & Southw'n (C. B. & Q.)							Danv., Hazleton & Wilkesbarre:						
1st Mortgage for \$1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....	1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Chicago, Rock Island and Pacific:							Davenport and St. Paul:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....	1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
1st Mort. skg fund (C. R. I. & Pac.)	8,600,000	7	" "	" "	1896	96	Dayton and Michigan (C.H. & D.):						
Chi. & Southw'n (C. R. I. & Pac.):							1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....	2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....	3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Chicago & Wisconsin Midland:							Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	1881-94	....
1st Mort. g'd skg fd for \$41,000,000	.....	7*	Jan. & July.	New York.	1902	....	Dayton and Union:						
Chicago and Superior:							1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1878	....
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....	2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st M. (Chi. & Sup.) g'd \$5,000,000	.....	7*	Jan. & July.	" "	1902	....	Income Bonds.....	252,445	6	" "	" "	1879	....
Chillicothe & Brunswick:							Dayton and Western (Pa. Co.):						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Detroit, Eel River and Illinois:							Framingham and Lowell:						
1st Mortgage for \$22,000 p.m.	\$.....	8	Jan. & July.	New York.	1891	...	1st Mortgage.....	\$477,683	7	May & Nov.	Boston.	1891	89
Detroit, Hillsdale and Indiana:							Frederick and Pennsylvania Line:						
1st Mort. \$10,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½	1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	...
2d Mortgage.....	300,000	8	Jan. & July.	"	1891	...	Galena & Chic. Union (C.&N.W.):						
Detroit, Lansing & L. Michigan:							1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	99
1st Mortgage (consolidation).....	3,000,000	8	April & Oct.	Boston.	1896	70	2d Mortgage.....	948,000	7	May & Nov.	"	1875	95
Detroit and Milwaukee:							Elgin and State Line Purchase..	135,000	6	Jan. & July.	"	1878	...
1st Mortgage (D. & M.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	...	Mississippi Bridge.....	200,000	7	"	"	1884	...
2d Mortgage (")	1,000,000	8	"	"	1875	...	Georgia (and Banking):						
1st Funded Coup. (D. & M.R.)	625,924	7	Jan. & July.	"	1875	...	Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	...
2d Funded Coup. (")	375,734	7	"	"	1875	...	Gilman, Clinton & Springfield:						
Oakl. & Ottawa R.R. stg. bonds.	150,867	6*	May & Nov.	London.	1873	...	1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	...
Detr. & Pontiac R.R. bonds.....	250,000	7	"	New York.	1878	...	2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	...
Detr. & Pontiac R.R. bonds.....	250,000	8	Feb. & Aug.	"	1886	...	Goshen and Deckertown:						
Detroit, Mon. & Tol. (L.Sh.&M.S.):							1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	...
1st Mortgage Aug. 1, 1886	924,000	7	Feb. & Aug.	New York.	1876	84½	Grand Rapids & Indiana:						
Dubuque and Sioux City:							1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	...
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	95	1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	...
Dubuque Southwestern:							Grand River Valley (Mich. C.):						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	...	1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1896	...
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	"	1883	...	2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	"	1879	100½
Dunkirk, Warren and Pittsburgh:							Grand Trunk (Ca.):						
1st Mortgage gold tax free.....	1,100,000	7*	June & Dec.	New York.	1900	...	Equipment Bonds \$500,000.....	2,500,000	6*	April & Oct.	London.	...	...
Dutchess and Columbia:							Equipment Bonds No. 2 \$270,500	1,350,000	6*	"	"	...	...
1st Mortgage Jan. 1, 1888.....	1,500,000	7	Jan. & July.	New York.	1908	...	Postal & Military b'ds \$1,200,000	6,000,000	6*	Feb. & Aug.	"	...	...
East Alabama and Cincinnati:							1st Preference Bonds \$2,888,335.	14,191,675	5*	Jan. & July.	"	...	...
1st Mort. end. \$15,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	...	2d Preference Bonds \$1,685,765.	8,428,825	4*	"	"	...	...
East Brandywine & Waynesburg:							Provincial Debenture's \$3,111,500	15,557,500	.....	.....	Ottawa.	...	...
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	...	Great Western of Canada:						
2d Mortgage.....	85,000	8	"	"	1873	...	Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	...
East Pennsylvania (Ph. & Rdg.):							Common (Company) Bonds.....	1,384,117	4	"	"	'72-'73	...
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101	Common (") Bonds.....	2,993,973	6	May & Nov.	"	'73-'76	...
East Tenn. & Georgia (E.T.V. & G.):							Common (") Bonds.....	2,662,067	5½	April & Oct.	"	'77-'78	...
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	...	Common (") Bonds.....	4,867	5	"	"	1881	...
East Tenn. & Vir. (E.T.V. & Ga.):							Common (") Bonds.....	3,650,000	6	June & Dec.	"	1890	...
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	...	Greenville and Columbia:						
East Tennessee, Virginia & Ga.:							1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	...
1st Mort., skg fund for \$3,500,000	2,519,000	7	Jan. & July.	New York.	1890	91½	1st Mortgage not guaranteed....	376,766	7	"	"	'81-'86	...
Eastern Shore (Md.):							Greenwich and Johnsonville:						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	...	1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	...
2d Mortgage.....	180,000	6	April & Oct.	"	1886	...	Hackensack & New York Ext.:						
Elizabethtown and Paducah:							1st Mortgage, \$10,700 p.m.	300,000	7	May & Nov.	New York.	1889	...
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...	Hannibal and Naples (T.W. & W.):						
Elmira and Williamsport (N.Cen.):							1st Mortgage.....	675,000	7	May & Nov.	New York.	1896	85½
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	93	2d Mortgage.....	125,000	7	Jan. & July.	"	1890	...
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	59	Hannibal & Central Missouri:						
Erie Railway:							1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87½
1st Mortgage.....	2,486,000	7	May & Nov.	New York.	1897	92	2d Mortgage.....	250,000	7	Feb. & Aug.	"	1890	...
2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	94	Hannibal and St. Joseph:						
3d Mortgage.....	4,582,000	7	"	"	1883	91½	Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	85
4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	90	Missouri State Loan.....	1,500,000	6	"	"	'87-'88	...
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	90	Six years' mortgage bonds (222m)	83,000	10	"	"	1872	...
Buffalo Branch, 1st mortgage....	182,600	7	Jan. & July.	"	1891	...	Five years' notes (277 m.).....	139,300	8	Various.	"	1874	...
Sterling Loan (\$1,900,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...	Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	"	1885	72½
Consol. Mort. for \$30,000,000, g'd	12,076,000	7*	"	NY & London.	1920	95	1st Mort. (Q. & Palm R.R. 15 m.)	500,000	8	Feb. & Aug.	"	1892	...
Convertible bonds.....	8,000,000	7	"	"	...	...	1st Mort. (K. City & Cam. RR 55m)	1,200,100	10	Jan. & July.	"	1886	99½
Erie and Louisville:							General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	...
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	...	General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1898	...
Erie and Pittsburgh (Penn.):							Harlem Extension:						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	...	1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	...
2d Mortgage.....	115,200	7	March & Sept.	"	1890	...	Harrisburg & Lancaster:						
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	"	1893	...	1st Mortgage, guar. by Pa. Co. ...	700,000	6	Jan. & July.	Philadelphia.	1883	90
Equipment Mortgage.....	600,000	7	April & Oct.	"	1890	...	Hartford and New Haven:						
European & N. American (Me.):							1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	...
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	...	Hartford, Providence and Fishkill:						
1st L.M. (& 1st on 55, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	87	1st Mort. (R. L. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	...
Kavanaugh and Crawfordsville:							1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	"	Hartford.	1876	...
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	...	Holly, Wayne & Monroe (F. & P.M.):						
1st Mortgage.....	150,000	7	March & Sept.	"	1889	...	1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	...
1st Mort. (Rockville Extension)...	150,000	7	Feb. & Aug.	"	1881	...	Holyoke and Westfield:						
Evansville, Henderson & Nashv.:							1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	...
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1897	...	Houston:						
Evansville, Terre Haute & Chi.:							1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bos.	1877	...
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	...	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	...
Full River, Warren & Providence:							3d Mortgage of 1869.....	100,000	6	April & Oct.	"	1889	...
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	...	Houston and Texas Central:						
Flint and Pere Marquette:							1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Land Mort. 1st series (55,241 a.) ..	158,500	7	May & Nov.	New York.	1880	...	Hudson River (N.Y. Cen. & H.R.):						
" 2d series (92,748 a.) ..	221,000	7	Jan. & July.	"	1887	...	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	...
" 3d series (52,091) l.x.f.	2,046,000	8	March & Sept.	"	1888	...	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885	101
F. & Holly lease, R.R. 25 000 p. a.)	476,000	10	May & Nov.	"	1888	...	3d Mortgage.....	180,000	7	May & Nov.	"	1885	...
Construction Loan.....	166,000	8	"	"	1876	...	Hudson Connecting (N.Y. & O.Mid):						
Florida:							1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	...
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	New York.	1889	...	Huntingdon and Broad Top Mt.:						
Fishing & North Side (L.I.):							1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	99
1st Mortgage.....	1,025,000	7	May & Nov.	N. Y. & Lond.	1890	...	2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	85½
Bonds, Johnston & Gloversville:							3d Mortgage (Consol.).....	1,261,000	7	April & Oct.	"	1896	62
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	...	Illinois Central:						
Port Scott, Humboldt & Western:							Construction bonds, cur. skg fd.	3,058,500	7	April & Oct.	New York.	1875	100
1st Mortgage \$20,000 p. m. ....	.....	8	Jan. & July.	New York.	1891	...	Construction bonds, coin.....	332,000	6*	"	N.Y. & Lond.	1875	...
Port Wayne, Jackson & S.:							Redemption bonds, currency....	2,500,000	6	"	New York.	1890	...
1st Mortgage traffic guaranteed....	500,000	8	Jan. & July.	New York.	1889	...	Redemption bonds, sterling....	2,500,000	6*	"	London.	1875	...
2d Mortgage (Equipment).....	5,000	8	April & Oct.	"	1891	...	Indiana and Illinois Central:						
Port Wayne, Muncie & Cin.:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	...
1st Mortgage gold.....	1,300,000	7*	April & Oct.	Boston.	1892	...	Indiana North and South:						
2d Mortgage.....	500,000	8	Jan. & July.	"	1895	...	1st Mortgage for \$22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	...
							Indianapolis, Blooming. & West:						
							1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	91
							2d Mortgage.....	1,500,000	8	Jan. & July.	"	1899	81
							Indianapolis & Vincennes:						
							1st Mortgage guar. by Pa. Co. ...	1,700,000	7	Feb. & Aug.	New York.	1908	...
							2d Mortgage guar. by Pa. Co. ...	1,450,000	6	May & Nov.	"	1900	71
							International (Texas)						
							1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	...

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	1,539,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,600,000	7	April & Oct.	New York.	1870	....
1st Mortgage (C. & L.F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870.....	4,132,000	7	J. A. J. & O.	"	1890	92
1st Mortgage (") of 1869	1,666,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,000,000	7	Jan. & July.	"	1890	87
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	235,000	7	April & Oct.	"	1882	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	"	"	1899	82
2d Mortgage.....	1,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1864.....	500,000	7	Jan. & July.	"	1874	....
Equipment Mortgage.....	500,000	8	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A.R.R.	1,000,000	7	"	"	1886	90
Iowa Eastern:							3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	80
1st Mortgage gold.....	14,000pm	7	Jan. & July.	"	1900	....	Skf Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	"	1885	95
Iowa Falls & Sioux City (Ill. Cen.):							Mort. April 1, 1866	860,000	7	April & Oct.	"	1886	....
1st Mortgage guaranteed.....	2,960,000	7	Feb. & Aug.	New York.	1902	....	1st Mort. May 1, 1865 M. S. & N.L.	5,256,000	7	May & Nov.	"	1885	100
Iowa Midland (C. & N. W.):							2d Mort. Oct. 31, 1857	2,693,000	7	"	"	1877	02
1st Mort., \$16,000 guar.....	.....	8	Mort. Nov. 1, 1868 Buff. & Erie.	New York.	1917	....	Mort. July 1, 1862	100,000	7	May & Nov.	"	1873	....
Ironton (Penn.):							Mort. Sept. 1, 1862	200,000	7	Jan. & July.	"	1882	98
1st Mortgage.....	100,000	7	Mort. Sept. 1, 1863	New York.	1900	....	Mort. April 1, 1863	300,000	7	March & Sept.	"	1886	....
Ithaca and Athens:							1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	April & Oct.	"	1893	07
1st Mortgage gold, skf fund.....	600,000	7	Mort. April 1, 1863	Philadelphia.	1875	....	1st Mort. Oct. 1, 1867 (Sch. & Th.R.)	100,000	8	Feb. & Aug.	"	1876	94
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	"	1870	....
1st Mortgage.....	1,495,000	8	1st Mort. Oct. 1, 1867 (Kal. & Sch.)	New York.	1890	100	1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
2d Mortgage.....	600,000	8	1st M. July 1, '68 (Kal. Ail. & Gr.R.)	"	1888	96	1st Mort. July 1, 1863 (J. & Frank)	840,000	8	"	"	1885	95
1st Mortgage, Northern Ext.....	940,000	8	2d Mort. Jan. 1, 1869	"	1890	....	2d Mort. Jan. 1, 1869	500,000	7	"	"	var	....
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Ch.):	500,000	7	June & Dec.	"	1894	....
1st Mort. Florida State Loan g'd	4,000,000	8	1st Mortgage guaranteed.....	New York.	1900	....	Leavenworth, Lawr. & N. West'n:	600,000	7	April & Oct.	Philad lphia	1895	....
1st Mortgage guaranteed.....	496,000	7	Leavenworth, Lawr. & N. West'n:	New York.	1897	....	1st Mort. guar. by Pac. of Mo.....	355,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage guaranteed.....	500,000	7	Leaven, Lawrence & Galveston:	"	1894	....	1st Mort. skf fund conv., gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	85
Jefferson (Erie):							1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Maryland and Delaware:							Nashville and Chattanooga:						
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	...
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Masillon & Cleve. (C.M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Mayville and Lexington:							Naugatuck:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N.J.)						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1889	83	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Straitsville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage (E. Div.) \$15,000 p.m.		8	Jan. & July.	Boston.	1899	....	Newburg & New York (Erie):						
Michigan Central:							1st Mortgage for \$600,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	556,000	8	April & Oct.	New York.	1882	....	New H., Middle'n & Williman:						
1st Mortgage, sinking fund conv.	2,179,000	8	"	"	1882	100	1st Mortgage (coup. & reg.).....	3,000,000	7	May & Nov.	New York.	1889	....
Trust Mortgage for \$10,000,000..	7,000,000	7	Jan. & July.	"	1902	93 1/2	New Haven & Northampton:						
1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	May & Nov.	"	1890	98	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	....	Convertible.....	400,000	8	April & Oct.	"	1880	....
2d Mort. ("") guar.....	500,000	8	March & Sept.	"	1879	100 1/2	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Cal. & So. Hav.) t. guar	640,000	8	May & Nov.	"	1889	100	New Jersey See United Compan's.						
2d Mort. ("") guar.....	70,000	8	"	"	1889	....	New Jersey Midland (N.Y. & O.M.):						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:						
1st Mortgage tax free.....	225,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	50
Midland of Canada:							1st Mortgage (Poin's Riv. Br.):	120,000	7	March & Sept.	"	1888	....
1st Mortgage sterling £235,000..	1,143,667	8*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:						
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000.....		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.):						
1st Mortgage.....	5,514,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	77 1/2	2d Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)...	791,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,808,000	7	Jan. & July.	"	1897	73	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	192,000	7	"	"	1870	90	2d Mortgage 1890, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	73	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,674,000	8	Feb. & Aug.	"	1898	103	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,316,000	7.5	"	"	1898	88 1/2	New Orleans, Mobile and Texas:						
Milwaukee City Loan.....	233,500	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd..	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,080	7	Jan. & July.	"	1891	....	1st M. ("") gold skg fd.		7	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	....	....	2d Mortgage, endorsed by La...	2,825,000	8	"	New York.	1915	....
Milw. Manitowoc & Green Bay:							New York and Boston:						
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson Rl.						
1st Mortgage for \$15,000 p.m.....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)...	5,936,626	6	May & Nov.	New York.	1883	86
Mineral Point:							Bonds for debts ass'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	"	1876	100 1/2
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. T. ("")	76,000	6	May & Nov.	"	1883	83
Minneapolis & Duluth (L.S. & M.)							Bonds for R. R. stocks ("")	592,000	6	"	"	1883	91
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate ("")	162,000	6	"	"	1883	85
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1854 renew'd ("")	2,900,000	6	June & Dec.	"	1887	85
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. ("") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. ("") ..	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N.Y. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	'69-'71	....	Consol. Mort. for \$40,000,000..		7	"	"	1902	....
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold.		7*	May & Nov.	"	1912	....	1st Mortgage of 1863.....	3,000,000	7	May & Nov.	New York.	1873	103 1/2
Mississippi, Ouachita & Red Riv.							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	....
1st Mortgage gold.....	1,860,000	7*	"	"	....	....	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	....	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1850.....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	'81-'93	....	1st Mortgage.....	1,059,500	7	April & Oct.	New York.	1875	94
Mississippi Valley and Western:							New York & Oswego Midland:						
1st Mortgage \$20,000 p. m.....		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1898	....
1st Mortgage gold, sinking fund.		7*	Jun. & Dec.	"	1910	....	2d Mortgage non-convertible...	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:						
1st Mort. (U. Pac. S. Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	'73-'78	....
1st Mort. (Teb. & Neosho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	1,000,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	'78-'81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000..	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,600,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	74 1/2	....	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A.M. & O.):						
Mobile and Ohio:							1st Mortgage.....	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	468,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,800	8	"	"	1883	....	North Eastern (S. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	"	1883	....	1st Mortgage of Sept. 1, 1869..	820,000	7	March & Sept.	Charleston.	1899	....
3d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	....	2d Mortgage of Sept. 1						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.	50,000	pm	7.3	Jan. & July.	New York.	1900	1st Mortgage, guaranteed.	\$619,000	6	April & Oct.	Philadelphia.	1897	85
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.	200,000	7	"	"	"	1874	Petersburg:						
Machine shop &c., bonds.	150,000	7	"	"	"	1877	1st Mortgage (Installments).	341,500	8	Jan. & July.	New York.	79-'88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 36 1/2 m.).	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 9 1/2 m.).	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	94 1/2	2d Mortgage (Pa. & Md. 46 m.).	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.	200,000	8	"	"	"	1879	94 1/2	Philadelphia and Reading:					
Sinking Fund Bonds.	600,000	8	March & Sept.	"	1890	....	Loan of 1868.	1,139,500	6	Jan. & July.	Philadelphia.	1898	77
Ohio and Mississippi:							Loan of 1870, convertible.	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.	6,694,000	7	Jan. & July.	New York.	1898	82 1/2	Mortgage Loan of 1857, conv.	93,000	6	"	"	1886	....
Consolidated 1st Mortgage, stg.	7	"	"	London.	1898	....	Mort. Loans of 1843-44-48 & 49.	1,621,000	6	"	"	1880	96
Consolidated 2d Mortgage.	3,529,000	7	April & Oct.	New York.	1874	72	Mortgage Loan of 1868.	2,700,000	7	April & Oct.	"	1893	97
2d Mortgage, (W. Div.).	433,000	7	Jan. & July.	"	1882	....	Mortgage Loan of 1836 stg.	182,400	6	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.	976,800	6	"	"	1886	....
Sinking Fund Bond.	50,000	7	May & Nov.	"	1883	84 1/2	Mortgage Loan of 1836 stg.	177,600	7	"	"	74-'77	....
Old Creek and Allegheny River:							Consolidated (Dollar coupon).	7,096,000	7	June & Dec.	Philadelphia.	1911	97
1st Mortgage (O. C. R. R.).	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70	Dollar registered	3,414,000	7	"	"	1911	99
1st Mortgage (War. & Fkin.).	590,000	7	April & Oct.	"	1882	83	Mortgage (Gold or stg. coup.	7,000,000	6	"	Phil. or Lond.	1911	98
Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1888	60	June 1, 1871.	824,000	6	"	"	1911	97 1/2
Old Colony and Newport:							Dollar coupon.	376,000	6	"	Philadelphia.	1911	....
Plain Bonds.	1,000,000	6	March & Sept.	Boston.	1876	98 1/2	New debent. loan, conv.	2,305,030	7	Jan. & July.	"	1893	97
Plain Bonds.	485,000	6	April & Oct.	"	1875	97 1/2	Philadelphia, Wilmington & Balt.:						
Plain Bonds.	1,460,000	7	Feb. & Aug.	"	1877	100 1/2	Mortgage Loan, convertible.	345,000	6	Jan. & July.	Philadelphia.	1884	111 1/2
Omaha and Northwestern:							Loan of 1866.	400,000	6	April & Oct.	"	1876	95
1st M. land grant, gold \$16,000 pm	1,000,004	7.3	Jan. & July.	New York.	1901	....	Loan of 1867.	1,000,000	6	"	"	1887	....
Omaha and Southwestern:							Pickering Valley (Phila. & Rdg):						
1st Mortgage \$20,000 p. m.	1,000,004	8	June & Dec.	Boston.	1896	84 1/2	1st Mortgage, guaranteed.	330,300	7	April & Oct.	Philadelphia.	1900	....
Orange, Alexandria & Manassas:							Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74 1/2
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	70	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	70
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	78	1st Mort. (Ct. & Newk 33m) conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80	Pittsburg & Connellville:						
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	71 1/2	1st Mortgage of 1868, tax free.	4,000,000	7	Jan. & July.	Baltimore.	1893	84
Orange and Newark:							2d Mort. (Balt. Loan) of 1866.	1,000,000	6	"	"	1886	....
1st Mortgage.	546,000	6	May & Nov.	Newark.	1881	....	1st Mort. (Turtle Cr. Div. 10 1/2 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Ozage Valley & Southern Kansas:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (5-20 years).	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series A).	875,000	7	Jan. & July.	New York.	1912	100 1/2
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series B).	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage.	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series C).	875,000	7	March & Sept.	"	1912	....
Oswego and Rome (R.W. & O.):							1st Mortgage (Series D).	875,000	7	April & Oct.	"	1912	....
1st Mortgage.	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series E).	875,000	7	May & Nov.	"	1912	....
Income Mortgage.	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series F).	875,000	7	June & Dec.	"	1912	....
Oswego and Syracuse (D.L. & W.):							2d Mortgage (Series G).	800,000	7	Jan. & July.	"	1912	90
1st Mortgage, guaranteed.	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series H).	800,000	7	Feb. & Aug.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series I).	800,000	7	March & Sept.	"	1912	....
1st Mortgage guar. by (C.R. & Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92	2d Mortgage (Series J).	800,000	7	April & Oct.	"	1912	....
Owensboro and Russellville:							2d Mortgage (Series K).	800,000	7	May & Nov.	"	1912	....
1st Mortgage for \$1,500,000.	1,260,000	8	Feb. & Aug.	New York.	1887	....	2d Mortgage (Series L).	800,000	7	June & Dec.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series M).	800,000	7	Jan. & July.	"	1912	84
1st Mortgage gold.	7,000,000	6	Feb. & Aug.	New York.	1888	84	Bridge (O. & P. R. R.) bonds.	153,000	7	May & Nov.	"	1876	....
2d Mortgage sinking fund.	3,000,000	7	Jan. & July.	"	1891	70	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	97 1/2
Income Bonds.	1,500,000	7	"	"	1892	....	Construction bonds of Jan. 1, 170	100,000	7	Jan. & July.	"	1877	....
St. Louis County Bonds.	700,900	7	Monthly.	St. Louis.	1885	....	Plymouth, Kankakee & Pacific:						
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	1st Mortgage for \$5,000,000.	1,000,000	7	Jan. & July.	....	1901	....
1st Mortgage (Lex. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	....	Port Huron & Lake Michigan:						
Paducah and Memphis:							1st Mortgage gold, for \$1,800,000.	800,000	6	May & Nov.	New York.	1889	80
1st Mortgage gold for \$2,835,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	Portland & Ogdensburg (Me. & N.H.):						
Panama:							1st Mort. (Maine Section) gold.	800,000	6	Jan. & July.	Boston.	1900	....
1st Mortgage, stg £19,350	93,847	7	April & Oct.	London.	1875	....	Consol. Mort. gold, for \$3,300,000	6	May & Nov.	"	1901	....
General Mortgage, stg £597,800.	3,869,330	7	"	"	1897	....	Portland and Ogdensburg (Vt.):						
Paris and Decatur:							1st Mortgage gold, for \$2,300,000	6	May & Nov.	Boston.	1891	....
1st Mortgage gold.	1,200,000	7	Jan. & July.	New York.	1901	....	Portland and Oxford Central:						
Paterson and Newark (Erie)							1st Mortgage of 1863	20,930	6	Jan. & July.	Portland.	1883	....
1st Mortgage guaranteed.	500,000	7	Jan. & July.	New York.	1878	....	Portland and Rochester:						
Pekin, Line. & Decatur (TW & W):							1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage, guaranteed.	1,070,000	7	Feb. & Aug.	New York.	1900	88	1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
Pemberton & Hights (U.C. of N.J.):							2d Mort. Sept. 1, 1871 for \$450,000	7	March & Sept.	"	1891	....
1st Mortgage, guaranteed.	160,000	7	Jan. & July.	Philadelphia.	1889	....	Port Royal (S. O.):						
Pemberton & N. York (N.J.S.):							1st Mortgage gold, skg f'd.	1,500,000	7	May & Nov.	N.Y. & Lond.	1889	....
1st Mortgage, guaranteed.	500,000	7	"	New York.	....	....	1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
Peninsular Railway:							Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....	1st Mort. gold, conv. & tax free.	800,000	7	Jan. & July.	New York.	1910	....
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	Providence and Worcester:						
Pennsylvania:							1st Mortgage.	300,000	6	Jan. & July.	Providence.	1880	....
1st Mortgage (Hart. to Pbg.)	4,972,000	7	Jan. & July.	Philadelphia.	1880	98	Quincy, Alton and St. Louis:						
2d Mortgage (" ")	2,594,000	6	April & Oct.	"	1875	96	1st Mortgage gold.	850,000	7	May & Nov.	Philadelphia.	1892	....
2d Mortgage (" ")	2,282,240	6	"	London.	1875	....	Quincy and Toledo (T. W. & W.):						
General Mortgage (coup. & reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	88	1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1900	92
State lien for \$17,500,000, skg f'd	6,768,906	5	April & Oct.	Harrisburg.	72-'90	....	Quincy & Warsaw (C.B. & Q.):						
Pennsylvania Coal:							1st Mortgage, guaranteed.	800,000	8	Jan. & July.	Boston.	1890	97
1st Mortgage.	542,500	7	Feb. & Aug.	New York.	1881	....	Reading and Columbia (P. & R.):						
Pennsylvania and Delaware:							1st Mortgage, guaranteed.	850,000	7	March & Sept.	New York.	1882	....
1st Mortgage.	360,000	7	Feb. &										

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							St. Louis and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R.) Skg Fund	799,000	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Potdam & Watert.)	\$27,000	7	June & Dec.	"	"	"	South Carolina:						
Consolidated Mort. Skg Fund...	\$24,500	7	"	"	"	"	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
Rondout and Oswego:							1st Mortgage (L.) currency.....	807,500	7	"	New York.	'82-'88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'73-'74	....
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Equipment Mortgage.....	500,000	8	March & Sept.	"	"	93	Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (").....	17,500	6	"	"	"	"	1st M. endor. by State \$16,000pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island)...	130,000	6	June & Dec.	"	"	1876	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free..	1,512,000	6*	Feb. & Aug.	N.Y. or Lond.	1899	....	2d Mort. " " " "	200,000	7	"	"	1889	....
1st M. (W.D.) land grant, g'd tax fr	15,000pm	8*	"	"	"	1900	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York.	1894	93	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	"	1884	....
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	"	1894	South and North Alabama.						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	"	1894	1st Mort. endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	"	1894	South Pacific (Atl. & Pac.)						
2d Mortgage Income (Series E)	1,700,000	7	"	"	"	1884	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
Equipment Mortgage.....	800,000	10	March & Sept.	"	"	1894	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	87	South Side, Va. (A.M. & O.):						
St. Louis, Jackson & Chic. (C. & A.):							1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mortgage Mar. 10, 1864 guar.	2,928,000	7	April & Oct.	New York.	1894	92	2d preferred bonds.....	617,000	6	"	"	'84-'90	65
2d Mortgage May 1, 1883 guar.	545,000	7	Jan. & July.	"	"	1898	3d preferred bonds.....	448,500	6	"	"	'84-'90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.)...	6,000,000	7	Jan. & July.	New York.	1901	75	1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific)							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg fd, con	1,000,000	7	"	"	"	1896	2d Mortgage, land grant....	3,000,000	7	Jan. & July.	"	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	.....	....
St. Louis, Van & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	"	"	1898	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible....	1,000,000	7	"	"	"	1898	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	Plain Bonds, various conv....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscookee) conv..	300,000	7	"	"	'72-'76	....
1st M. land gr. gold skg fd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	"	"	1892	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	"	"	1892	1st Mortgage gold, tax free....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lande)...	2,023,000	7	Jan. & July.	"	"	....	2d Mortgage gold, tax free....	1,000,000	7*	"	"	1900	....
General Mort. (R. R. & L'ds) atg.	1,000,000	7*	"	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R.R. & Lands...	6,000,000	7	"	New York.	....	....	1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands...	3,000,000	7	"	"	"	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	"	"	1890	1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	95	Summit Branch:						
Sand, Mansfield & Newark (C. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
1st Mortgage guaranteed.....	2,925,000	7	Jan. & July.	New York.	1900	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Suspens. Brid. & Erie Junc. (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	167,400	7	"	"	"	1889	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000pm	5*	May & Nov.	New York.	1890	....	Syracuse, Bing & N.Y. (DL & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	"	1867	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1890	....	1st Mort. gold, for \$500,000....	.....	7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Teco and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Tioga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	"	"	1890	Poland, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	"	"	"	1881	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	80
Bhamokin Valley & Pottaw. (N. C.):							1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	"	1896	75
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	"	1886	77
Shenoygan and Fond du Lac:							Equipment Mort. sinking fund...	94,000	8	Jan. & July.	"	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000.	1,406,000	7	May & Nov.	"	1910	76
1st Mortgage extension.....	694,000	8	April & Oct.	"	"	1896	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	"	1910	70
Shenango and Allegheny:							Tom's River & Water (N.J. So.):						
1st Mortgage for \$1,000,000....	638,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,300	7	.....	New York.	1888	....
Shenango Valley (Ct.):							1st Mortgage (T. &):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, nar....	100,800	7	Jan. & July.	Troy.	1873	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							2d Mortgage.....	300,000	7	April & Oct.	"	1886	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....	3d Mortgage.....	650,000	7	May & Nov.	"	1875	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	"	"	....	Convertible Bonds.....	648,000	7	"	"	1882	....

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:													
1st Mort. (Col. & Ill. 75 m.)....	\$900,000	7	Feb. & Aug.	New York.	1890	93	Western Maryland:						
1st M. (L.Erie. W. & St.L. 167 m.)..	2,500,000	7	" " "	" " "	1890	90	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" " "	1890	90	1st Mort. endor. by Balt.....	200,000	6	" " "	" " "	1890	97
1st Mort. (Quincy & Tol 34 m.)....	500,000	7	May & Nov.	" " "	1890	91 1/2	2d Mort.	300,000	6	" " "	" " "	1890	96
1st Mort. (Ill. & So. Iowa 42 m.)....	300,000	7	Feb. & Aug.	" " "	1882	88	2d Mort. endor. by Wash. Co.	300,000	6	" " "	" " "	1890	83
2d Mort. (Tol. & Wabash 75 m.)....	1,000,000	7	May & Nov.	" " "	1878	88	3d Mortgage preferred.....	600,000	6	" " "	" " "	1895	70
2d Mort. (T.Wab. & Wt. 167 m.)....	1,600,000	7	" " "	" " "	1871	83	3d Mortgage endor. by Balt.....	875,000	6	" " "	" " "	1900	96
2d M. (Gt. W.Rwy of '59, 181m).	2,500,000	7	" " "	" " "	1894	78	Western Pacific (Gen. Pac.):						
Equipment (Tol. & Wab. 75m.).	600,000	7	" " "	" " "	1883	70 1/2	1st Mortgage assumed, gold.....	2,735,000	6 1/2	Jan. & July.	New York.	1899	92
Consol. Mortgage (500 m.)....	2,700,000	7	F.M.A. & N.	" " "	1907	78	Western Pennsylvania (Penn.):						
1st M. (Dec. & East St. L. 109m.)	2,000,000	7	" " "	" " "	1904	78	1st Mortgage (main line 57 m.)..	800,000	6	April & Oct.	Philadelphia.	1893	80
Consol. 2d mort. (500 m.) gold.....	6,000,000	7 1/2	Feb. & Aug.	" " "	1893	78	1st Mortgage (Pittsb. Br. 23 m.)	1,000,000	6	Jan. & July.	" " "	1896	....
Troy, Salem & Rutland (R. & Sar.):							Western Union (M.& St. P.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
Troy Union (and Depot):							West Jersey:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Loan of Mar. 1, 1863, gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
2d Mortgage, guaranteed.....	180,000	6	" " "	" " "	1878	....	1st Mortgage, Jan. 1, 1868.....	1,000,000	6	Jan. & July.	" " "	1896	93 1/2
Tuckerton:							Consolidated mort. Apr. 1, 1869.	995,000	7	April & Oct.	" " "	1899	100
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	West Wisconsin:						
Union Pacific:							1st Mort. land gr. gold sk fund	4,000,000	7 1/2	Jan. & July.	N.Y. or Lond.	1896	84 1/2
1st Mortgage gold, tax free.....	27,237,000	6 1/2	Jan. & July.	N.Y. & Bos.	'96-'99	68 1/2	Whitehall & Plattsburg (M.& P.):						
2d Mortgage (Gov. subsidy).....	27,236,000	6	" " "	" " "	'96-'99	68 1/2	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	" " "	1899	67	Wicomco and Pocomoke.....						
Income Mortgage.....	10,000,000	10	March & Sept.	" " "	1874	42 1/2	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Omaha Bridge B'ds, at \$250,000.	2,500,000	10	April & Oct.	London.	1896	....	Williamston and Tarboro':						
Union Pacific (Central Div.):							1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
1st Mortgage gold, tax free.....	1,000,000	6 1/2	May & Nov.	New York.	1896	....	Wilmington, Colum. & Augusta:						
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	" " "	'96-78	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	70
Union Pacific, S. Br. (M.K. & T.):							Wilm. Charlotte & Rutherford:						
1st Mortgage gold, skg fund.....	3,595,000	6 1/2	Jan. & July.	New York.	1890	....	1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage, endor. by N. Car.	1,000,000	8	" " "	" " "	1897	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

As entered in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad" a dash (-) across the column signifies "all" and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italic" State-aid Railroads are distinguished by a "st."

Year ending	Railroad		Rolling Stock		Property and Assets		Abstract of General Balance Sheet		Railroad Operated		Trains Moved		Operations		Earnings		Value of Shares	
	M.	M.	Engines	Pass.	R. M. E.	Freight	Railroad	Rolling Stock	Assets	Accounts and Cash	Stocks	Bonds	Accounts	Surplus Income	Net	Gross	Dividends	Market.
Sept. 30, 1872	60.2	2,131.0	3	4	8	106	Adirondack	2,728,692	1,071,646	1,000,000	3,788,000	930,000	1,968,768	4,237,012	160,428	160,428	100	100
May 31, 1872	36.0	14.8	20	20	6	400	Alabama and Chattanooga	10,600,000	1,000,000	1,000,000	5,788,000	7,888,000	3,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	81.8	4.6	13	6	2	101	Alabama Central	8,600,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	142.0	87.1	24	12	749	Albany and Susq. (D. & H.)	2,468,572	2,468,572	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	51.0	2.0	4	1	21	Alexandria and Fredericksburg	1,200,000	1,200,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Jan. 31, 1873	132.0	44.9	112.0	6	10	Allegheny Valley	13,200,000	13,200,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Nov. 30, 1872	38.5	1.6	6	10	2	Allenstown	1,472,226	1,472,226	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	57.0	2.8	28.0	6	10	Annapolis and Elkridge	446,000	446,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Mar. 31, 1873	28.6	1.9	28.0	6	10	Arkansas Central (3 ft.)	506,000	506,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Nov. 30, 1872	466.0	23.8	200.0	3	1	Ashuelot	20,000,000	20,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Nov. 30, 1872	30.4	0.9	9.0	3	1	Atchafalaya	606,873	606,873	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
June 30, 1872	66.7	8.9	19	6	119	Atlantic and West Point	1,200,120	1,200,120	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	387.3	38.2	146.4	3	2	Atlantic and Great West	9,992,240	9,992,240	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	237.0	16.8	166.0	28	19	Atlantic and Gulf	1,592,283	1,592,283	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	64.0	31.0	100.0	78	13	Atlantic, Mississippi and Ohio	17,768,914	17,768,914	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
May 31, 1872	96.0	4.8	9.0	10	4	Atlantic and North Carolina	2,200,000	2,200,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	264.0	18.2	200.0	9	10	Atlantic and Pacific	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	64.0	1.6	6.0	2	1	Atlantic and Savannah	7,664,689	7,664,689	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Nov. 30, 1872	57.0	2.0	4.1	2	1	Bald Eagle Valley	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	276.0	60.7	80.9	380	206	Baltimore and Ohio	31,170,768	31,170,768	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	30.0	8.9	8.9	2	1	Baltimore Branch	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	183.0	21.8	89.0	30	21	Baltimore and Potomac	10,000,000	10,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	85.4	2.7	6.7	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	67.0	6.7	6.7	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	22.0	5.0	5.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	13.6	48.0	316.8	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	201.6	9.0	9.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	187.0	26.2	9.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Mar. 31, 1873	85.8	12.8	12.8	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	83.8	14.0	14.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	80.8	8.5	8.5	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	84.0	14.5	14.5	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	75.0	12.0	12.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	172.0	4.4	4.4	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	93.0	2.0	2.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	43.2	4.3	4.3	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	142.0	12.7	12.7	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	219.0	79.0	14.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	120.0	6.0	6.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Feb. 28, 1873	158.0	8.0	8.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	61.2	9.9	9.9	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	60.0	7.0	7.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	28.5	7.2	7.2	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	23.0	3.9	3.9	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	28.5	8.0	8.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
June 30, 1873	229.0	63.0	29.2	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	71.5	18.0	18.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
June 30, 1872	17.5	0.5	0.5	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	18.0	0.5	0.5	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	20.0	4.0	4.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Oct. 31, 1872	20.0	4.0	4.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Sept. 30, 1872	14.5	1.3	1.3	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	75.0	2.4	2.4	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,000,000	1,000,000	100	100	100	100
Dec. 31, 1872	271.6	15.0	15.0	30	21	Baltimore and Potomac	1,000,000	1,000,000	1,000,000	1,000,000	2,000,000	4,400,000	1,00					

Sept. 30, 1872	52.6	11.2	28	22	10	409	Cheshire.....	2,337,707	351,000	160,000	290,554	2,155,500	809,200	25,992	118,370	88.1	922,258	412,432	824,761	135,851	8	100
Oct. 31, 1872	52.6	11.2	28	22	10	409	Cheshire Valley.....	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190	1,237,190
Nov. 30, 1872	52.6	11.2	28	22	10	409	Chicago and Alton.....	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712	14,627,712
Dec. 31, 1872	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Jan. 31, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Feb. 28, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Mar. 31, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Apr. 30, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
May 31, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Jun. 30, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Jul. 31, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Aug. 31, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Sept. 30, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Oct. 31, 1873	52.6	11.2	28	22	10	409	Chicago, Burlington and Quincy.....	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000
Nov. 30, 1873	52.6	11.2	28	22	10	40																

Fig. asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "y."

[illegible]

NAME OF AGENT

Dec. 31, 1872	166.0	23.0	7	797	Lake Superior and Mississippi..... Minn.	7,591,206	42,017	101,148	5,125,000	7,422,000	491,992	121,273	211.0	(Leased by Northern Pacific)	731,612	171,001	100
Oct. 31, 1872	174.4	1.7	20	14	Lawrence..... Penn.	6,507,907	4,500,061	125,119	5,000,000	5,000,000	25,000	20.4	(Leased by Northern Pacific)	72,942	294,444	100	
June 30, 1872	171.2	1.8	20	14	Lawrence & A. W. N												

[illegible]

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Rate.	Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic and Great Western, pref.....	10,000,000	7	...	...
Atlantic, Mississippi and Ohio, pref.....	806,000	7	...	...

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, \$4; Scrap Cast, \$6; Scrap Wrought, \$5 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Fig. Scotch-Coltsness.....	per ton	44	—	@	48	—
Gartsherrrie.....				@		
Glenarnock.....		59	—	@	40	—
Eglinton.....		53	—	@	59	—
Fig. American, No. 1.....		35	—	@	37	—
Fig. American, No. 2.....		50	—	@	81	—
Fig. American, Forge.....		26	—	@	27	—
Bar, Refined, English and American.....				@		
Bar, Swedes, assorted sizes..... (gold).				@	137	50

—STORE PRICES.—

Bar, Sweder, 1 $\frac{1}{2}$ x 4 $\frac{1}{2}$ x 1 $\frac{1}{2}$ to 1 $\frac{1}{2}$ x 4 $\frac{1}{2}$ to			
5 $\frac{1}{2}$ to 1 $\frac{1}{2}$ to 2 sq. 6 to 12 x $\frac{1}{2}$ &175	—	@	—
Bar, Refined, 1 $\frac{1}{2}$ to 2 in. rd. & sq. 1 to 6			
inch x $\frac{1}{2}$ to 1 in.	—	@	82 50
Bar Refined, 1 $\frac{1}{2}$ to 6 by & 5-16 in.	—	@	87 50
Bar Refined, 1 $\frac{1}{2}$ by & 5-16	—	@	90
Large Rounds, 2 $\frac{1}{2}$ @ 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$ @ 4 in.	92 50	@	107 50
Scroll	102 50	@	135

Ovals and Half-round	110 — @130 —
----------------------------	--------------

Band, 1 to 6 in by 3-16 to No. 12.....	102 50	@ 106	—
Horse Shoe.....	117 50	@	—
Rods, 1 @ 16 inch.....	92 50	@ 135	—
Hoop, 1 by No. 22 to 1 & 14 by 13 & 14.....	120	@ 160	—
Nail Rod.....	9	@	—
Sheet Russia, as to assortment..... (gold)	174	@ 184	—
Sheet, Bingle, D. and T. Common.....	54	@	67
Sheet, Doubles and Trebles, Charcoal.....	64	@	8
Sheet Galvanized.....	List 10	per ct. disc.	—
Rails, English..... (gold)..... per ton.	63	@	65
Rails, American, at Works in Penna. cy. 70.....	70	@	75
Anvils (Eagle)..... per lb. currency.....	9	@	—

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality).....	171@	22
English Spring (2d and 1st quality).....	14 @	18
English Blister (2d and 1st quality).....	9 @	10
English Machinery.....	121@	14
English German (3d and 1st quality).....	@	11
American Blister.....	@	11
American, Cast, Tool.....	@	17
American, Cast Spring.....	@	11
American Machinery.....	114@	12
American German Spring.....	9 @	11

NAILS—DUTY: Cut, 14; Wrought, 24. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....	per keg.	4 50	@	4 75
8d. and 9d.	"	4 75	@	5 -
6d. and 7d.	"	5 -	@	6 25
4d. and 5d.	"	5 25	@	5 50
3d.	"	6 -	@	7 -
2d. and 3d. Fine.....	"	8 50	@	8 75
Cut Spikes, all sizes.....	"	4 75	@	5 -

TIN-DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Blanca.....	(gold), per lb.	—	@	33
Straits.....	(gold),	—	28 1/2	@ 29
English.....	(gold),	—	@	27
Plates—Fair to good brands.....	Gold.....	Currency.....		
I. C. Charcoal...per box.	9 50 @ 10	11	@	11 60
I. C. Coke.....	7 25 @ 8	8 50	@	9 50
Coke Terme.....	7 @ 7 75	8 25	@	9 25
Charcoal Terme.....	9 50 @ 9 75	11	@	11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	54@	--	--
Crude 40@47 gravity (in shipping order) ..	104@	--	104@
Refined, Standard White (in ship's order) ..	@	--	16
Refined, S. W. (in jobbing lots)	164@	--	164@
Refined, S. W. (in tin)	204@	--	204@
Naphtha, Refined (65@73 gravity)	91@	--	91@
Residuum	8 @	--	8 @
Residuum	8 @	--	8 @

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	@	38
Copper, Bolts.....	@	40
Copper, Braziers' (over 16 oz.).....	@	40
Copper, Nails.....	@	45
Copper, Old Sheathing, &c., mixed lots.....	@	21
Copper, American Ingot.....	21 @	21
Copper, English Pig.....	@	—
Yellow Metal, New Sheathing & bronze.....	@	26
Yellow Metal, Bolts.....	@	32
Yellow Metal, Nails, Sheathing & Slatting.....	@	28

LEAD—Duty: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pine and Sheet, 2½ cents per lb.—all less 10 p. c.

Spanish Ordinary.....	(gold)	per 100 lb.	@	7
German Ordinary.....	(gold)	per 100 lb.	@	7
English.....	(gold)	per 100 lb.	@	7
Bar.....		per 100 lb.	@	9 25
Pipe.....		per 100 lb.	@	10 50
Sheet.....		per 100 lb.	@	10 50
Cowell's, Shaw & Willard Tin-Lined Lead Pipe 16c. pr lb.				
Tatham's Improved Tin-Lined Lead Pipe.....				16c.

COAL--Durr: Bituminous, 75 cts. per ton of 28 bushel
80 lb. to the bushel; Anthracite, same; other, 40 cent.

Liverpool Gas Cannel.....	— — @ —	14
Liverpool House Cannel.....	— — @ —	20
Anthracite (by cargo) ... per ton of 400 lb.	\$.80 @ \$.90	

New York Stock Exchange

Actual Sale Prices for the week ending Nov. 5

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	We.5.
Boston, Hart. & Erie.....	14	14	14			
Union Co.....						
Central Pacific Co.....	85		84			84
Central of N. Jersey.....	86	86				87
Chicago & Alton.....		90	86			85
.. pref.....		90	90			90
.. 1 M.....						
.. S. F.....						
.. Ino. bds.....		90				
Chicago, Burl. & Q.....	85		82			
.. 8a, 1883.....						105
Chic. & Northwestern.....	33	31	35	35		35
.. pref.....	59	55	57	57		56
.. 1 M.....				90		90
.. S. F.....				90		90
.. Consol.....		85	79			
Chic., Rock Isl. & Pa.....	87	85	87	87		84
Chi., R. I. & Pa. 7a, 1886.....	95	95	97			94
Clev., Col. & Ind. 70.....				68		
Clev. & Pittsburg.....	75	73	73	74		75
.. 2 M.....						
.. 3 M.....						
.. 4 M.....				82		
Clev. and Toledo.....						
.. S. F.....						
Col., Chi., & Ind. C.....	54	47	18	17		17
.. 1 M.....	74	72		74		73
.. 2 M.....						
Del. & Hudson Canal.....	100	100	100	101		
Del. Lack. & Western.....	84	80	82	83		82
.. 1 M. 7a.....						
.. 2 M. 7a.....		98				97
Erie Railway.....	45	44	44	43		40
.. pref.....	65	64				63
.. 1 M. 7a, 1897.....						
.. 2 M. 7a, 1879.....						87
.. 3 M. 7a, 1883.....						85
.. 4 M. 7a, 1880.....				91		
.. 5 M. 7a, 1888.....						
.. 7a, con. gold.....						
Great Western 2d mort.....			75			
Hannibal & St. Joseph.....	19	16	17	18		18
.. pref.....						
.. 8a, conv.....						
Hudson River.....						
.. 2 M. S. F.....						
.. 3 M. 7a, 1875.....						
Illinois Central.....			90	97		
.. 7a.....						
Lake Shore & Mich. 8 th 61		58	63	62		61
Marietta & Cin. 1st pref.....						
.. 2d pref.....						
Michigan Central.....	69		65	66		60
.. S. F. 8a, 1882.....						
M. S. and N. I. 1 M. S. F.....		100				
.. 2 M.....						
Mariposa Mining Co.....						
.. pref.....						
Milw. and St. Paul.....	24	22	24	24		23
.. pref.....	46	44	47	48		45
.. 1st mort.....						
.. 2d mort.....						
.. 8a.....		103				
.. 7 3-10a con.....						
.. 7a, gold.....						
Missouri.....	86	85	85	86		85
.. H. & St. J. 1a.....				85		
Morris and Essex.....	84			84		
.. 1st mort.....	103		100	99		98
.. 2d mort.....						
N. Y. Cen. & Hud. Riv. 83		51	53	51		78
.. 7a, S. F. 1876.....						
.. 6a, S. F. 1883 89		89				63
.. 6a, S. F. 1887.....			87			
N. York and Harlem.....	102	101	101	102		103
.. pref.....			110			
.. 1 M. 7a, 1873.....						
N. York, N. Hav. & Hart.....		117		116		116
N. Carolina Co. old.....						18
.. new.....						
Ohio and Miss.....	23	22	23	23		22
.. pref.....			50			
.. 2d M.....						
Pacific Mail S. S. Co.....	24	27	28	27		25
Panama.....		80	80	83		78
Pitta, Ft. W. & Chi. gtd.....				80		
.. 1 M.....		100				100
.. 2 M.....						
.. 3 M.....						
Quicksilver Mining Co.....						
St. L., Alton & T. H.....						
.. pref.....						
.. 1 M.....						
.. 2 M. pref.....	83		101			
.. Income bds.....						
Tennessee Co. old.....						62
.. new.....						
Tol., Wab. & Western.....	37	33	37	36		35
.. pref.....						
.. 1 M.....			90			88
.. 2 M.....	83					
.. Equipment.....						
.. St. Lou. Div.....						
Union Pacific.....	16	15	16	16		15
.. 1st mort.....	70	69	70	70		69
.. L. Gt. 7a.....	62	60	57			67
.. Ino. 10a.....		36	42	43		42
Virginia Co. old.....						42
.. new.....						
.. consol.....						
.. def. cert.....	7					

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

Th 30. F 31. Sat. 1. M 3. Tu 4. W 5

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	107	107	107	107	107
U. S. 5s, 1874, coup.	107	107	107	107	107
U. S. 5s, 10-40s, reg.	107	107	107	107	107
U. S. 5s, 10-40s, coup.	107	107	107	107	107
U. S. 5s, 1881, reg.	107	107	107	107	107
U. S. 5s, 1881, coup.	107	107	107	107	107
U. S. 5s, 1881, reg.	111	111	111	111	111
U. S. 5s, 1881, coup.	111	111	111	111	111
U. S. 5s, 5-20s, reg.	106	106	106	106	106
U. S. 5s, 5-20s, c. 1862	106	106	106	106	106
U. S. 5s, 5-20s, c. 1864	106	106	106	106	106
U. S. 5s, 5-20s, c. 1864	107	107	107	107	107
U. S. 5s, 5-20s, c. 1865	107	107	107	107	107
U. S. 5s, 5-20s, c. 1865	107	107	107	107	107
U. S. 5s, 5-20s, r. n. '65	109	110	110	109	109
U. S. 5s, 5-20s, c. n. '65	109	110	110	109	109
U. S. 5s, 5-20s, reg. '67	110	111	111	110	110
U. S. 5s, 5-20s, c. 1867	112	112	112	111	111
U. S. 5s, 5-20s, reg. '68	112	112	112	112	112
U. S. 5s, 5-20s, c. '68	112	112	112	112	112
U. S. 5s, Pac. R.R. issue	108	108	108	109	109

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

W. 29. Th 30. F 31. Sat. 1. M 3. Tu 4

Catawissa preferred	37	37	37	37	37
Camden and Amboy	94	94	94	94	94
.. 6s, 1875	94	94	94	94	94
.. 6s, 1883	94	94	94	94	94
.. 6s, 1889	94	94	94	94	94
.. mort. 6s, '89	94	94	94	94	94
Kimira & Williamsport	94	94	94	94	94
.. pref.	94	94	94	94	94
.. 7s	94	94	94	94	94
Lehigh Navigation	23	23	22	22	21
.. 6s, 1884	82	82	82	82	82
.. Gold L.	82	82	82	82	82
.. R. R. L.	81	81	81	81	81
.. Conv. L. '77	81	81	81	81	81
Lehigh Valley R. R.	54	54	54	54	54
.. 6s new coup.	54	54	54	54	54
.. 6s new reg.	95	95	95	95	95
Little Schuylkill R.R.	49	49	49	49	49
.. 7s	49	49	49	49	49
Minehill	49	49	49	49	49
Morris Canal	45	45	45	45	45
.. pref.	45	45	45	45	45
North Pennsylvania	99	99	99	99	99
.. 6s, 1885	99	99	99	99	99
.. 7s	99	99	99	99	99
.. 10s, 1887	99	99	99	99	99
Northern Central	24	24	24	24	24
Oil Creek & Alleg. Riv.	16	15	15	15	15
.. 7s	60	60	60	60	60
Pennsylvania R. R.	45	45	45	45	45
.. 1st M.	97	97	97	97	97
.. 2d M.	95	95	95	95	95
.. Gen. mort.	95	95	95	95	95
.. reg.	95	95	95	95	95
Peun. State 6s, 1st series	104	104	104	104	104
.. 6s, 2d series	104	104	104	104	104
.. 6s, 3d series	104	104	104	104	104
Philadelphia City 6s	96	96	96	96	96
.. new	101	101	101	101	101
Philad. Germ. & Nor.	83	83	83	83	83
Philad. & Reading	51	50	50	50	50
Philadelphia and Erie	16	16	16	16	16
.. 6s	81	81	81	81	81
.. 7s	81	81	81	81	81
Phila. Wilm. & Balt.	51	51	51	51	51
Schuylkill Navigation	10	10	10	10	10
.. pref.	10	10	10	10	10
.. 6s, 1882	69	69	69	69	69
.. 6s, 1876	69	69	69	69	69
.. 6s, 1872	76	76	76	76	76
United Co. of N. Jersey	114	114	114	114	114
Houstonville (Horse)	16	16	16	16	16
Chestnut & Wal.	55	55	55	55	55
Green & Coates	55	55	55	55	55
2d and 3d streets	55	55	55	55	55
Spruce and Pine	21	21	21	21	21
15th and 16th sts.	20	20	20	20	20

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

W. 29. Th 30. F 31. Sat. 1. M 3. Tu 4

Baltimore City 6s, 1876	94	94	94	94	94
.. 1886	94	94	94	94	94
.. 1890	94	94	94	94	94
.. 1884	94	94	94	94	94
.. 1900	94	94	94	94	94
Balt and Ohio	94	94	94	94	94
.. bonds, 1876	94	94	94	94	94
.. 1880	94	94	94	94	94
.. 1885	94	94	94	94	94
Marietta & Cin. 1st M.	96	96	96	96	96
.. 2d M.	84	84	84	84	84
.. 3d M.	69	69	69	69	69
Northern Central	24	24	24	24	24
.. bonds, 1886	24	24	24	24	24
.. 1900	24	24	24	24	24
Pittab. & Connellsv. 7s	84	84	84	84	84
N. W. Va. 1st mort.	84	84	84	84	84
.. 2d mort.	84	84	84	84	84
.. 3d mort.	84	84	84	84	84
Virginia 6s, Consol.	47	47	47	47	47
.. Deferr. Certif.	47	47	47	47	47
City Passenger R. R.	47	47	47	47	47

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

Th 30. F 31. Sat. 1. M 3. Tu 4. W 5

Boston and Albany	142	142	142	141	138
Boston and Lowell	114	113	113	113	115
Boston and Maine	114	113	113	113	115
Boston and Providence	142	142	142	141	141
Boston, Hartford & Erie	20	20	20	20	20
.. 7s	20	20	20	20	20
Cheshire, pref.	86	86	86	86	86
Chl. Burl. & Quincy	86	86	86	86	86
Concord	125	125	125	125	125
Connecticut River	91	91	91	90	90
Eastern	121	121	121	121	121
Fitchburg	185	185	185	185	185
Manchester & Lawrence	69	69	69	67	66
Michigan Central	100	100	100	100	100
Northern, N. H.	100	100	100	100	100
Ogdens. & Lake Cham.	53	53	53	53	53
.. pref.	53	53	53	53	53
Old Colony	105	105	105	105	107
Ph., W. & Baltimore	51	51	50	50	50
Port'd, Saco & Ports.	122	122	122	122	122
Union Pacific	69	69	69	69	69
.. 6s	69	69	69	69	69
.. Land Grant 7s	69	69	69	69	69
.. Income 10s	69	69	69	69	69
Vermont & Canada	42	42	42	42	42
Vermont & Mass.	42	42	42	42	42
South Boston (Horse)	97	97	97	97	97
Cambridge	49	49	49	49	49
Metropolitan	49	49	49	49	49
Middlesex	15	15	15	15	15
Central Mining Co.	15	15	15	15	15
Copper Falls	31	31	31	31	31
Franklin	28	28	28	28	28
National	28	28	28	28	28
Quincy	28	28	28	28	28

London Stock Exchange.

Closing Prices.

	Oct. 24.	Oct. 17.
Atlantic & Gt. W. 1st mort., \$1,000	72	74
Do. 2d mort., \$1,000	59	61
Do. Con. mort. B'nds Bisch's Cert.	34	36
Do. Reorg. Scrip.	95	100
Do. Leas. Lines Rental Bonds	87	89
Detroit & Milwaukee 1st mort. Bonds	65	70
Do. 2d do.	65	70
Erie shares 100 dol. all paid	39	39
Do. 6 per cent Convertible Bonds	95	97
Cons. Mort. amount antho. to be issued for conv. of existing bonds	92	94
Illinois Central \$100 shares all paid	81	83
Do. Redemption mort. bonds 6 p.c.	99	101
Illinois & St. Louis Bridge 1st mort.	99	101
Marietta and Cincinnati Rail. Bonds	82	86
Michigan Central 8s 1882, conv.	80	90
Panama 2d mort.	76	77
Panama General mort.	97	99
Pennsylvania, 2d mort.	96	97
Do. General mort.	97	98
Do. \$50 shares	39	40
Philadelphia and Erie 1st mort.	96	98
Do. with option to be paid in Phila.	97	98

American Railroad Journal.

Saturday, November 8, 1873.

Stock Exchange and Money Market.

Money has been working rather more steadily through the past week, despite the reports of serious mercantile embarrassments and disturbances. The city banks have been liberal gainers in the line of their reserves, especially of legal tender notes; and, having been pursuing a very conservative policy in the loan and discount line, are now in a much stronger and more encouraging position than they have been for many weeks. The Wall Street Stock and Gold speculations have been less favored by lenders of all classes, and advances have been made, in a temporary form, with extreme caution. To the more prominent Street firms the rates on call loans have varied from 7@8 per cent, with, in instances, a fractional commission for accommodation from day to day. In the way of discounts, there has been some increase of business, with rates quoted at from 10@18 per cent per annum, with 12@15 per cent as the governing figures in most negotiations of even prime commercial paper. The financial troubles of certain leading manufacturing and commission houses have tended to impede the sale of even the choicest grades of mercantile paper. It is be-

lieved, however, that the worst has been seen. The New England reports are more cheering. The advices from Pennsylvania are more promising. The cities of Chicago, St. Louis, and Cincinnati led the way to the restoration of financial order, and New Orleans is now sensibly improving in the matter of currency and exchange. The November interest and dividend disbursements have been progressing quite favorably, as a whole. Some defaults have been announced, a few of them of old standing. The only new postponement, of importance, is in the case of the Chesapeake and Ohio Railroad Loan. The directors, although wealthy people, could not in the present money crises find it convenient to advance the required interest on the \$15,000,000 mortgage. Mr. J. J. Tracy, Treasurer of the Chesapeake and Ohio Co., has issued a circular to the bondholders in regard to the pecuniary condition of the company, in which it is stated that the board of directors have decided that in their judgment, the only way to re-establish the credit of the company is to fund its entire floating debt in income bonds to be paid out of the net earnings of the road; and they have determined on the submission of a proposition, to this effect, to the creditors of the company. The various municipal loans, here and elsewhere, bearing May and November interest, are provided for with customary promptness. The city and county of New York pays out over \$3,000,000 interest. The State of New York pays a considerable sum for quarterly interest and \$1,980,000 maturing principal of the canal debt. The very latest dealings in the Money line on Wednesday indicated some renewal of uneasiness and distrust because of reported defaults of a number of corporations, on their November interest, confirmation of which reports were momentarily expected.

The U. S. Sub-Treasury, last week, enlarged its currency balance \$1,234,005, and reduced its coin reserve \$359,598. Its currency balance at the close of the week was \$4,124,669; and its coin reserve \$49,438,286. The aggregate receipts of the office, in October, were \$52,199,925, including \$8,146,522 from customs; and the aggregate payments, \$56,101,036, including \$3,237,334 of coin interest. Gold has been much depressed and lower, with a less confident and speculative inquiry noted, despite the reported advance of the Bank of England discount rate to 8 per cent, an advance which was deemed decidedly favorable to the bull interest at the Gold Boards. The customs demand has been unusually light, and the export drain unimportant. The extremes of the price have been 106 $\frac{3}{4}$ @108 $\frac{3}{4}$, closing on Wednesday at 107 $\frac{1}{2}$ as against 108 $\frac{1}{2}$ on Wednesday of the preceding week. The specie outflow, last week, was only \$426,738. The imports of specie since Jan. 1, have been \$12,951,438, as against \$5,301,492 same time last year.

The customs demand for Gold last week, averaged \$310,500 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been \$107,432,358, against \$129,755,269 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, \$58,833,199, against \$66,933,177 during the same time in 1872. The export drain of specie since January

1, 1878, has been \$43,904,620 against \$68,948,087 during the same portion of 1872.

Foreign Exchange has been unusually heavy, and quoted lower, with a more liberal offering noted of prime bills, while the demand has been quite moderate. Bankers' sixty day bills on London closed on Wednesday at 105 $\frac{3}{4}$ @106 $\frac{1}{4}$; sight bills on London, at 107 $\frac{1}{2}$ @107 $\frac{3}{4}$. The week's exports of Domestic Produce have been to the currency value of nearly six millions.

Influenced by the extreme stringency in the Money line, and the depression in Gold, Government securities have been quoted easier in price, on a moderate business; offerings, rather heavier.

U. S. sizes of 1881 closed on Wednesday of this week at 113@113 $\frac{1}{2}$; U. S. Five-Twenties of 1862, 106 $\frac{1}{4}$ @107; U. S. Five-Twenties of 1864 at 106 $\frac{1}{4}$ @107; U. S. Five-Twenties of 1865 107 $\frac{1}{2}$ @108; U. S. Five-Twenties of 1865 consolidated 109 $\frac{3}{4}$ @110 $\frac{1}{2}$; U. S. Five-Twenties of 1867, 112@112 $\frac{1}{2}$; U. S. Five-Twenties of 1868, 112 $\frac{3}{4}$ @112 $\frac{1}{2}$; U. S. Ten-forties at 106 $\frac{1}{4}$ @106 $\frac{3}{4}$; U. S. Fives of 1881 (Funding Loan) 107 $\frac{3}{4}$ @108; Six per cent. currency Sixes from 108 $\frac{3}{4}$ @109 $\frac{1}{4}$.

The last public debt statement, to Nov. 1, indicated an increase of \$3,039,578, chiefly owing to the financial panic and its effect on the Government revenues.

Business in Railway and Miscellaneous securities has been more firmly dealt in, but the fluctuations in values have been frequent and wide. Towards the close, the market exhibited more firmness, with some indications of buoyancy.

State and Railway bonds have been in very limited request as a rule and values have been depressed and irregular. Central Pacific first mortgage six per cents closed at from 84@84 $\frac{1}{2}$.

The import entries of foreign merchandise, at New York, including the dry goods return in our last paper, amount for the past week to \$4,522,092, as compared with \$6,487,625 same week last year. The exports of domestic produce are \$5,952,385. The exports of Gold and Silver, \$426,737, as against \$1,172,556 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to \$1,403,756, comparing with \$2,537,000 same week in October 1872.

General business has been moderately active. Breadstuffs have been quite freely purchased, in good part, for export. Wheat has been quoted higher. Corn, about steady. Provisions have been in fair request, closing stronger. Cotton has been in brisk demand, but, under the large receipts, and the more urgent offerings, values have declined. Groceries, Tobacco, and Wool, have been in less request. Trade in nearly all kinds of Metals has been very dull. Ingot Copper has been dull and weak; sales 50,000 lbs. Lake at 21c., cash. Scotch Pig-iron has been very much unsettled, with a quiet market; Glengarnock quoted at \$38@40; English Rail, \$62 50, gold; American Rails, \$70@72 50; American Pig has been inactive at \$35@38 for No. 1. Mosselman Sheet Zinc—10 casks were sold at 8 $\frac{3}{4}$ c., gold. Tin Plates have been quiet and weak; sales 259 bales Charcoal at \$9 75, gold; 150 bales Charcoal Terne, \$9 50, gold. Other articles nominal. Freights have been less active, owing, in part, to the limited

supply of room available, and the very firm views of shipowners.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisville and Nashville 7s, consol., 1898, 86; Chicago and Milwaukee 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., E. D. 80; Lake Shore div. bonds, 82; Delaware, Lackawanna and Western 7s, conv., 93; Milwaukee and St. Paul 1st mort. LaC. div., 81; do. Iowa div., 73; Central R. R. of New Jersey 1st mort., new, 101; Ohio and Miss. 7s, consol., S. F., 84 $\frac{1}{2}$; Boston, Hartford and Erie 1st mort., 20; North Missouri 1st mort., 75; Long Dock bonds, 91; Burlington, Cedar Rapids and Minnesota 1st mort., 20 $\frac{1}{2}$; Detroit, Monroe and Toledo 1st mort., 94 $\frac{1}{2}$; St. Louis and Iron Mt. 1st mort., 87; Gt. Western 1st mort., 1888, 90; Pacific R. R. 7s, guar. by Mo., 92 $\frac{1}{2}$; Canada Southern 1st mort., 60; Pittsburg, Ft. Wayne and Chicago equip. 8s, 97 $\frac{1}{2}$; Rensselaer and Saratoga R. R., 96; Atlantic and Pacific pref., 21 $\frac{1}{2}$; St. Louis, Kansas City and Northern pref., 21; Consol. Coal of Md. 39 $\frac{1}{2}$; Maryland Coal 13; Pennsylvania Coal, 240; Western Union Telegraph, 46 $\frac{3}{4}$; do. 7s, 85 $\frac{1}{2}$; Am. Exp., 47; Wells-Fargo Exp., 59; U. S. Exp., 49; Adams Exp., 76; South Carolina, 6s, new, Jan. and July, 9; Ohio 6s, 1881, 102; N. Y. State 7s, B. L. reg., 103 $\frac{1}{2}$.

Philadelphia.—Belvidere Delaware 3d mort., 75; Philadelphia and Reading Coal and Iron debent. bonds, 81; Pennsylvania and New York 7s, 96; Lehigh Valley 7s, 100 $\frac{1}{2}$; Philadelphia and Reading 7s, new, conv., 97; do. Gen'l mort., 7s, coupon, 97; do. reg., 99; do. 7s, 1893, 97; Harrisburg and Lancaster R. R. 6s, 90; Oil Creek 1st mort., 70; Catawissa R. R., 12 $\frac{1}{2}$; Fifth and Sixth streets R. R., 51; Pennsylvania Canal, 12; Nesquehoning R. R., 49 $\frac{1}{2}$; Delaware State 6s, 90; Pennsylvania State coupon 5s, 100. The latest quotations are: City 6s, 95 $\frac{1}{2}$ @96; do. free of tax, 100 $\frac{3}{4}$ @100 $\frac{3}{4}$; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 104@105; do. 3d series, 107@108; Philadelphia and Reading 50@50; do. Gen'l mort. 7s, coupon, 97@97; do. reg., 99@99 $\frac{1}{2}$; do. mort. 6s, 1880, —@96; do. 7s, new, conv., 97 $\frac{3}{4}$ @98; United New Jersey R. R. and Canal Co., 118@114; Camden and Amboy 1st mort. 6s, 1889, 92 $\frac{1}{2}$ @94; do. 1888, 88@90; do. 1889, —@89; Pennsylvania R. R., 41 $\frac{1}{2}$ @41 $\frac{3}{4}$; do. 1st mort., 97@98; do. 2d mort., 94 $\frac{3}{4}$ @96; do. General mort. coupon, 85@88; do. reg., 90@92; Little Schuylkill R. R., 40@44; Morris Canal, 44@48; do. pref., 110@118; do. 6s, 83@92; Susquehanna Canal, 6@9; do. 6s, 62@65; Schuylkill Nav., 5@7; do. pref., 9 $\frac{3}{4}$ @10; do. 6s, 1882, 68@70; do. 1872, 75@77; Elmira and Williamsport pref., 30@38; do. 7s, 1873 93 $\frac{1}{2}$ @95 $\frac{1}{2}$; 5s, do. 50@60; Lehigh Coal and Navigation 21@21 $\frac{1}{4}$; do. 6s, 1884, 80@83; do. R. R. Loan, 81@88; do. Gold Loan, 82@88; North Pennsylvania, 40@49; do. 6s, 98@99; do. 7s, 95@—; do. Chatelle 10s, 102 $\frac{1}{2}$ @105; Philadelphia and Erie, 15@17; do. 6s, 80@85; Minehill, 48 $\frac{1}{2}$ @49; Catawissa, 12@12 $\frac{1}{2}$; do. pref., 38@39; do. 7s, 1900, 90@95; Lehigh Valley, 53 $\frac{3}{4}$ @54; do. 6s, new coupon, 93@95; do. reg., 95@96; do. 7s, 100@101; Fifth and Sixth streets, (horse,) 50@54; Second and Third, 54 $\frac{1}{2}$ @56 $\frac{1}{2}$; Thirteenth and Fifteenth, 19 $\frac{1}{2}$ @21;

Spruce and Pine, 28@30; Green and Coates 40@—; Chestnut and Walnut, 55@56; Hestonville, 15@18; Germantown, 30@—.

Boston.—Chicago, Burlington and Quincy 7s, 87; Vermont Central 1st mort., 20; Boston and Maine 7s, 103 $\frac{1}{2}$; Cincinnati, Sandusky and Cleveland R. R., 7; Burlington and Missouri River R. R. in Iowa, 42 $\frac{1}{2}$; do. in Nebraska, 43; do. 8s, in Nebraska, 85; Norwich and Worcester R.R., 118; Chicago, Iowa and Nebraska R.R., 82 $\frac{1}{4}$; Rutland scrip 74; Summit Branch, 87 $\frac{1}{2}$; Connecticut and Passumpsic River R.R. pref., 78 $\frac{3}{4}$; Boston Water Power Co., 10; Cary Imp., 5 $\frac{1}{4}$; Massachusetts 5s, 1894, 99; Boston 6s, 1880, currency, 96 $\frac{1}{2}$; do. 5s, 1885, gold, 94 $\frac{1}{2}$; Bangor 6s, 1894, 88 $\frac{1}{2}$; Haverhill 6s, 1881, 93; Cleveland 7s, 1877, 97; Chicago 7s, 94; Cambridge 6s, 92; Norwich 7s, 100; Cincinnati 7-30s, 1889, 100 $\frac{1}{2}$; Cheshire 6s, 1875, 94 $\frac{1}{4}$; St. Louis 6s, 82 $\frac{1}{2}$; Allouez Mining Co., 5 $\frac{1}{2}$; Calumet and Hecla, 103; Mesnard, 75c.; Ridge, 6; Shuniah Silver, 17c.; Winthrop, 20c.

Baltimore.—Virginia consols, coupons, 73; Virginia coupon 6s, new, 31; Maryland Defense 6s, 101 $\frac{1}{2}$; Orange, Alex. and Manassas 7s, 71 $\frac{1}{2}$. The latest quotations are: Wilmington, Columbia and Augusta bonds, 67@70; Pittsburg and Connellsville 7s, 1898, 83@84; Baltimore and Ohio, —@150; do. 6s, 1875, 95@98; do., 1880, 92@92 $\frac{3}{4}$; do., 1885, 91@93; Parkersburg Branch, 9@11; Northern Central, 24@24 $\frac{1}{2}$; do. 6s, 1885, 85@88; do., 1900, 80@85; do. 6s, 1900 gold, 80@89 $\frac{1}{2}$; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, 90@94; Marietta and Cincinnati 1st mort. 7s, 1892, 95@96; do., 2d mort., 7s, 80 $\frac{1}{2}$ @84; do., 3d mort., 8s, 68 $\frac{1}{2}$ @69 $\frac{1}{2}$; Central Ohio, 33@38; do. pref., 33@—; do. 1st mort., 80@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95 $\frac{1}{2}$ @96; do. 3d mort., guar., 90@96; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., —@70; Orange and Alexandria 1st mort. 6s, —@90; do., 2d mort. 6s, 70@—; do., 3d mort. 8s, 70@78; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 71@72; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., —@72; do. 8s, 3d mort., 87 $\frac{1}{2}$ @88; Baltimore 6s, 1875, 93 $\frac{1}{2}$ @94; do., 1884, 94@95; do. 1886, 95 $\frac{1}{2}$ @97; do. 1890, 94 $\frac{1}{2}$ @95; do., 1893, 94 $\frac{1}{2}$ @95; do. 1893, exempt, 98@99 $\frac{1}{2}$; do., 1900, exempt, 93 $\frac{3}{4}$ @94 $\frac{1}{2}$; do. 1900, new, 94@94; do. 1902, 95@96; Memphis City 6s, 38@49; Maryland Defense Loan, 1883, 101 $\frac{1}{2}$ @101 $\frac{1}{2}$; Virginia 6s, old, 30@35; do. coupon old, 81@83; do. consol. 6s, 46 $\frac{3}{4}$ @47; do. coupons, 70@73 $\frac{1}{2}$; West Virginia, 7@10; City Passenger R. R., 10@19; George's Creek Coal, 100@136.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending October 25, at 365,255 tons, and for the coal year 16,690,983 tons, against 15,949,018 tons to corresponding time last year, being an increase of 741,965 tons. The bituminous tonnage for the week is 86,480 tons, and for the year 2,711,664 tons, giving a total of all kinds for the week of 451,735 tons, and for the year of 19,402,547 tons, against 18,291,299 to same time last year, being an increase of 1,121,248 tons.

Causes & Prevention of Railroad Accidents.

We Americans are undoubtedly a very fast people, more so indeed than any other nation on the globe. We live fast, eat fast, spend money fast (when we can get it); we are impatient to get rich fast; we cannot possibly travel fast enough. Indeed we are in such mortal haste to do everything, that we never stop to enquire the cause, consequences, or remedy for anything. Hence, we can never expect to arrive so near immunity from accident in railroad traveling as our English friends. Let us see for a moment what their experience is on this subject.

Capt. Tyler, in his official report to the Government, says that the proportion of fatal accidents in 1872 throughout Great Britain was 1 to 3,330,000 of passengers and employees. That the whole number killed the same year was 1,145; and of those injured, 3,038. Among the best means of prevention, Capt. Tyler cites the common sense plans of judicious selection, training and supervision of both officers and servants of the railroad companies, as well as good design and construction of material and appliances, with the adoption of every known improvement in railroad contrivances.

Even under the above very small per centage of casualties, the British public are now most clamorous for further measures of safety upon their railroads. What would they say and do, indeed, if accidents on those thoroughfares were as frequent and fatal as in our own country?

It is stated, on grounds of strong probability, that their Parliament, at its forthcoming session, in obedience to the popular demands, will undoubtedly enact still more stringent measures for the protection of life on the railroads. In such an event there will undoubtedly be a great diminution of casualties, for the year 1874.

Capt. Tyler conclusively refutes the silly, though popular, error that increased safety contrivances, beget carelessness in the employees, and consequently increased casualties are the result. On the contrary it is clearly shown that the greater the danger and risk incurred by the operatives the more careless and neglectful they naturally become, and the greater the consequent number of mistakes and accidents. For our own part, we believe a principal underlies this, firmly inherent in human nature, and which is developed in the prosecution of many other kinds of business besides railroading.

It is further stated as a fact, found from close observation, that high rates of speed and heavy traffic, does not necessarily increase the ratio of casualties.

The conclusion then one naturally arrives at is, that if the British Government finds it expedient on the above state of facts, to legislate still further in the interest of human life, how much more does our railroad system need improvement and revision—a system admittedly far inferior to the English in point of speed, safety, and general regard for the welfare of passengers.

The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the week ending October 21, 1873, were: freight, \$4,277 72; passengers, \$4,124 80—total, \$8,402 52. Same week last year, \$6,488 67. Increase, (29.5 per cent) \$1,913 85.

An Open Canal in Winter.

In a recent issue of the JOURNAL we made some little reference to the plan which had been broached for keeping open to traffic the canals of this State throughout the winter, by the use, not of hot water, dribbled along their surface, as some seem to assume, but by means of a small degree of heat radiated from hot water through pipes laid along the whole length of the canals, near the surface.

To Mr. R. A. Cheesebrough, we believe, is due the credit of originating the idea. Mr. Cheesebrough, we learn, is a most respectable civil engineer of this city, and his plan, supported, as it is, by most plausible arguments and an undeniable array of figures, certainly merits something more than transient notice. The vast importance of the subject, taken in connection with the apparent feasibility of the scheme, should secure for it at least candid consideration, and immunity from severe or at least unfair criticism. And in this connection we would remark that some two or three of our exchanges make desperate efforts to be facetious over the proposition, going as far as to suggest that Mr. C., be employed to lay a line of piping up about the North Pole, melt down the icebergs, etc., there, and so solve the long mooted question as to the whereabouts of that mythical, or rather mystical point of the Earth's surface. Now, it may be owing to our confirmed obtuseness, but we quite fail to see the wit or point in such kind of talk.

It is claimed, and with a strong show of argument, that a very small amount of heat properly distributed, even to the extent of keeping the temperature of the water just one degree above the freezing point, will suffice. Now we believe even a less amount of warmth will suffice, for surely much may be counted upon in that respect from the continual agitation of the water by passing boats. Has Mr. C. taken this fact into his account?

We are heartily in favor of giving the theory of Mr. Cheesebrough a practical test; and inasmuch as the State has already entered upon a system of experiment for enlarging the capacity of our canals, by a liberal appropriation, we suggest that the forthcoming Legislature make a further one for the purpose of practically testing the above plan on a section say of 25 miles, of the Erie Canal. The cost would be merely nominal, and would settle an important question in the great transportation problem; and there are many good reasons to believe the plan would prove a complete success.

At a meeting of the stockholders of the Hannibal and St. Joseph Railroad on the 8d inst., at Hannibal, Mo., John B. Drake of Chicago, Charles C. Low and J. Packer were elected directors.

The earnings of the Erie Railway Company for the week ending Oct. 23, 1873, were \$483,247, and since Oct. 1, \$1,418,182—an increase over the corresponding period of the previous year of \$76,154.

The estimated earnings of the Kansas Pacific Railway for the week ending Oct. 22, are: freight, \$49,370 25; passengers, \$30,725 27—total, \$80,095 52.

Canada Southern Railway.

The Detroit *Free Press*, after stating that no order had been issued for the suspension of operations, says:

On construction so far, nearly nine millions has been expended. The bed is completed, the bridges up, the rails down, and the ferry boat across the Detroit making regular trips from Grosse Isle to the Canada terminus. About one and a half millions more is required to thoroughly equip the road and put it in condition for business. Work will not be suspended for lack of this sum, inasmuch as several of the Directors, Messrs. Courtwright, W. L. Scott, Casement, Tracy and others, are individually worth from one to five millions. The iron is laid from Detroit to Toledo, and there is nothing lacking but rolling stock. The only gangs discharged are two that have completed their work on this division. From Trenton to Fayette, Ind., 65 miles, the road is also ironed and construction trains running.

The earnings of the Union Pacific Railroad for September, 1873, were \$1,068,936 66, the expenses \$501,838 54, and the net earnings \$567,098 12. In September, 1872, the earnings were \$863,754 57, the expenses, \$444,019 77, and the net earnings \$419,734 80—showing an increase in earnings of \$205,182 09, with an increase in expenses of \$57,818 77, making the increase in net earnings \$147,863 32. From January 1 to September 30, 1873, the earnings were \$7,866,024 61, the expenses \$3,692,882 75, and the net earnings \$4,173,141 86—showing an increase in gross earnings compared with 1872 of \$1,127,703 84, and an increase in net earnings of \$982,343 46.

The Commissioner of the General Land Office, in his forthcoming annual report, will show that, during the last fiscal year, 13,080,606 acres of the public lands were disposed of, or 1,165,631 acres more than were disposed of the preceding fiscal year. Of the whole amount, 6,083,856 acres were certified to railroads; 3,793,612 were taken for homesteads; 1,626,266 were sold for cash, and 653,446 were located with agricultural collage scrip. The total area of the lands in the States and Territories is 1,834,990,400 acres, and 1,218,443,605 acres are yet to be surveyed.

The grading of the new railroad from Philadelphia to Newtown is nearly done as far as the Fox Chase, six miles from the connecting road at Erie Avenue. It is stated that arrangements have been made for the purchase of iron for that distance, and that the road will be put in running order to the Fox Chase by the 1st of January. The grading between Newtown and Neshaminy will soon be finished.

The Iron Works at Phoenixville are still going on full time. It employs 1,300 men, and seven or eight hundred in the mines. The slight reduction of wages has been cheerfully submitted to by the men, and work will be furnished all winter. At the Pencoyd Iron Works a slight reduction in men and wages has been made.

The new international bridge at Fort Erie, Ca., was formally opened for traffic on the 3d inst., and was crossed by several passenger and freight trains.

The president has appointed Isaac H. Sturgeon, of St. Louis, commissioner to examine the completed portion of the Texas and Pacific Railway, some 800 miles in length.

The Pascal Iron Works.

The origin of the Pascal Iron Works must be traced to the year 1821, in which year Stephen P. Morris commenced the business of manufacturing stoves, grates, etc. In 1835, Messrs. Stephen P. Morris, Henry Morris, and Thomas T. Tasker, Sr., were associated together, having their establishment where are now located the central offices of the present company, and business is now carried on by the sons of Thomas T. Tasker, Sr. In the same year, which happened also to be the date of the introduction of gas into the city, the firm entered into the manufacture of gas-pipe, a branch of manufacture hitherto confined to England, whence it had, up to this time, been exclusively imported to meet the growing demand for it in this country, where the introduction of gas works was rapidly making its way.

Thus was inaugurated an industry which, dating its origin with the infancy of gas-lighting in the country, has expanded with its growth, until it has matured with the great house whose workshops cover acres of ground and give employment to thousands of hands, whose products may yearly be valued by millions, and which, in its vast proportions, the completeness of its appointments, the system of its management, and the variety of its manufactures, is a noble monument to its founders, and a model among many model establishments in Philadelphia. These works now comprise an area of twelve acres. Two-thirds of this space is entirely covered by buildings. The New York office of Morris Tasker & Co. is at No. 15 Gold street.

To the manufacture of gas pipe was added the production of gas fittings and gas-fitters' tools. From this there followed the construction of the machinery for generating, washing, purifying, and storing illuminating gas. Then followed the manufacture of pipes for other purposes, tubes for conveying water, lap-welded boiler tubes, and boilers themselves, water fittings, hot-water apparatus of various kinds for dwellings, public and private, and for the most varied uses, together with the tools necessary for the erection of the same, apparatus for effecting the ventilation of buildings, etc. In fact, the establishment at present manufactures every variety of apparatus required to light, heat, ventilate, or supply with water buildings of any description.

There are in constant operation in the works twelve boilers and seven steam-engines, representing a total aggregate of one thousand horse power. The engines in distant parts of the shops are supplied with steam by pipes which, in several instances, are over 600 feet from the boilers. A great number of furnaces for heating the bent pipe, preparatory to welding them, are to be seen in the pipe mills, while in the smith's shop are others. In the several machine shops are in operation a variety of machine tools for special purposes, representing the best makers in Philadelphia and elsewhere. All the machinery in the establishment is present in duplicate, to meet any exigency which might arise from breakage or other cause; so that it is scarcely probable that any disaster could occur which would cause the suspension of any of the operations of the establishment for more than twenty-four hours.

The establishment affords employment to about 1,600 workmen, though the number is subject to slight variations, according to the variations in the press of work at different seasons. Two thirds of these are at work during the day, and they are relieved by fresh relays at evening—the pipe-mills being kept in constant operation day and night. Here are arrayed on one side of the large stone building a row of reverberatory furnaces; in front of each are placed the bending or welding tables. Each of these is provided with a peculiarly constructed tool having movable jaws, which can be set to any suitable width, to accommodate itself to the size of pipe required. Before the jaws is seen a species of carriage, which can be made to traverse the whole length of the bending or welding table by being thrown into gear with an endless chain placed immediately beneath its sur-

face, and which is operated directly from the main line of shafting which passes beneath the flooring. To this carriage can be attached a pair of tongs, by which the end of the bent pipe emerging through the jaws can be firmly grasped, and the carriage with it travels the length of the table. It would be clearly impossible to force a flat sheet of heated metal immediately through a circular opening; and recognizing this difficulty, the jaws are so constructed as to gradually adapt the flat sheet to its circular form. The apparatus for welding the bent sheet is almost identical with that employed in the bending process, except that the form of the jaws is of somewhat different shape, to adapt them to their somewhat modified function. The half formed tube is placed in the welding furnace until properly heated, and is then similarly forced through the aperture in the jaws, which are so designed as to exert a great pressure upon all sides of the tubes. Thus the open edges are brought together with great force, and firmly united. The form of the joint or seam thus made is called the "but-weld," the edges being simply united by contact under great pressure, and no lapping involved. This is the nature of the weld universally employed for pipes which are designed for service where but little strain will be exercised upon them, such as pipes for conveying gas, water, etc. In other forms of pipe, designed for boiler tubes, steam conveyers, etc., which will be called upon to withstand unusual strains, a joint of extraordinary strength, known as the "lap-weld," is given, rendering them as homogeneous in structure as though no joint had been effected, and no more liable to break at the joint than at some other part of their structure. After the welding the pipes are subjected to a simple rolling process, to render them perfectly straight and round, and after cooling, are taken to the finishing rooms to be cut to proper lengths, supplied with screw-threads and sockets for connection, tested, and if approved, assorted into bundles convenient for transportation.

The screw-cutting machines, of which there are twenty or more in this department, are models of machines for special work, and are designed to combine, under the management of one skilled workman, a number of separate functions. The same machine that cuts off the end of the pipe squarely, cuts the screw-thread upon it; and the motion being reversed to remove the freshly-cut thread from the dies, the other end of the pipe, previously furnished with a thread, is, by the reversed motion, screwed into the socket. With the screw-cutting machines in this department, it is possible to turn out over 6,000 finished pipes per day; each of them requiring but the attendance of one workman.

Other machines are employed upon the work of finishing the gas and steam fittings required to join the ends of pipes.

There are some half-dozen testing machines in the finishing department in constant operation. The strain applied to various pipes is greater or less, according to the character of the work they are destined to perform. For gas, water, and steam pipes, they are all proved to a pressure of 300 pounds per square inch; for pipes destined for oil or artesian wells, or similar use, under circumstances where they will be subjected to unusual pressures, the strain which they are required to withstand in the testing machine is raised to 1,000 pounds.

From the foregoing it will be evident that the manufacture of a pipe is highly complex, involving a number of distinct stages, each of them demanding, in its turn, a new process and special machinery, and that the utmost care and the most refined appliances are called into requisition to insure its quality before it is ready to perform its allotted services.

With the machinery at present in operation the factory is enabled to manufacture tubes of all sizes up to 8½ inches, and which can not be accomplished by any other establishment in the country; and machinery is now being erected by which tubes of 12 inches in diameter can be manufactured. The establishment possesses the most

ample facilities for erecting gas-works complete from the very beginning.

The most recent improvement is the manufacture of rubber-coated iron pipe, which is far superior to galvanized pipe, as it is absolutely impervious to acids or alkalies, and as it stands also heat, it is the most desirable medium to convey water. It is exclusively made by this firm, and its price is the same as that of galvanized iron.

At present a branch of this concern is in operation at Newcastle, Delaware Co., Pa., where it is probably that ultimately the whole establishment will be transferred.—*Manufacturer and Builder.*

Postal Money Orders.

The Postal Money Order system which was adopted by the government during the war has become a popular institution, and the business of the Post Office Department in this direction is yearly expanding. The report of the sixth auditor of the Treasury sets forth the wonderful growth of the money order business during the fiscal year which ended June 30, 1873. The number of domestic money orders issued was 3,355,686, against 2,573,349 for the fiscal year which ended June 30, 1872, involving the sum of \$57,516,214 69, against \$48,515,532 72 in 1872; showing the large increase in the short period of a year of \$9,000,681 97. The increase in the number of British international money orders issued was also very large. These orders amounted to \$1,854,476 82, against \$747,426 08 in 1872; an increase of \$617,050 24. The Swiss orders amounted to \$78,313 53, against \$85,579 92; a decrease for some reason of \$7,265 99. The German international exchange of money orders began on the 1st of October, 1872, and from that time up to June 30th last orders amounting to \$420,722 12 were issued. The total amount of domestic money orders paid during the year was \$56,900,351 28, against \$48,042,405 88 in 1872; or an increase of \$8,857,945 35. The British money orders paid amounted to \$215,087 61, against \$133,810 83; an increase of \$81,276 78.

Bay State Iron Company.

A correspondent of the New York Times, writing from Lake Champlain, gives an account of the blast furnaces of the Bay State Iron Company, which are located on the lake shores, at the extreme northern end of the village, in close proximity to the steamboat landing and the line, not yet finished, of the New York and Canada Railroad. The company has two remarkably fine furnaces, though they have been in blast some years. When first constructed they must have been among the finest furnaces in the country. The Bay State Iron Company is composed entirely of Boston capitalists, numbering among its members such men as Samuel Hooper, William T. Andrews, John H. Reed and W. T. Foote. Mr. Foote is the resident director at Port Henry, and superintendent and manager of the furnaces. Twenty years ago this company was organized and purchased the property, including two small blast furnaces. In 1854, one year later, they erected a third furnace of much larger capacity, and into which all the latest improvements in blast furnaces were introduced. It is one of the two now in blast. In 1855 the old No. 2 furnace went out of blast, and in 1861 the company built another furnace, precisely similar to the one built in 1854, on its site. Three years afterward the old No. 1 furnace went out of blast and was pulled down, leaving the company the two splendid furnaces which they had built for themselves. These two furnaces make on an average 200 tons each of the highest grades of anthracite pig-iron per week. They can make and have made as much as 300 tons each per week. A large portion of the ore used comes from the Cheever bed, in which, as I have before said some members of the company are stockhold-

ers, and in which the general company has a mining right to a portion of the ore on payment of a royalty of fifty cents per ton, in addition to the cost of mining. All the arrangements in and around the furnaces are most excellent. The boshes are 16 feet in diameter and the stacks 60 feet high, and the works give employment to some 250 men and boys. All the ore and coal is dumped from trestle-work close by the furnaces, and a small branch track carries the pig-metal to the wharf, for loading for water transportation or to the railroad, by means of which it reaches the East, via Ticonderoga and Rutland. Nearly all the pig iron made at these furnaces is shipped to the Eastern States. The company also have a small foundry, in which they make their own castings and help their neighbors when necessary. They have lately made some castings for the new Cedar Point furnaces, at Port Henry. But they do not go generally into the foundry business. They regard their foundry as a mere accessory to their blast furnaces.

Statement of the Public Debt of the United States November 1, 1873.

DEBT BEARING COIN INTEREST.		
	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	\$20,000,000 00	\$333,333 33
5 per cent. 1881 bonds, 1861..	18,415,000 00	368,300 00
5 per cent. 1881 bonds, (Oregon), 1861.....	945,000 00	18,960 00
5 per cent. 1881 bonds, 1861..	189,321,350 00	3,786,427 00
5 per cent. 5-20 bonds, 1862..	187,906,950 00	5,637,208 50
5 per cent. 1881 bonds, 1863..	75,000,000 00	1,500,000 00
5 per cent. 10-40 bonds, 1864..	194,667,300 00	1,621,394 17
5 per cent. 5-20 bonds, 1864..	946,600 00	23,398 00
5 per cent. 5-20 bonds, 1864..	58,095,000 00	1,742,550 00
5 per cent. 5-20 bonds, 1865..	152,716,850 00	4,581,505 50
5 per cent. consols, 1865.....	202,633,100 00	4,052,662 00
5 per cent. consols, 1867.....	810,654,200 00	6,213,084 00
5 per cent. consols, 1868.....	37,474,000 00	749,480 00
5 per cent. funded loan of 1881	274,705,000 00	3,433,812 50
Aggregate of debt bearing coin interest.....	\$1,723,370,350 00	\$34,067,055 00
Interest due and unpaid.....		5,116,946 75
DEBT BEARING INTEREST IN LAWFUL MONEY.		
3 per cent. navy pension fund, 1868.....	\$14,000,000 00	\$140,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	4,520 00
Aggregate of debt bearing interest in lawful money....	\$14,678,000 00	\$144,520 00
Interest due and unpaid.....		260 00
DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.		
4 to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
5 per cent. bonds, 1847.....	1,650 00	22 00
5 per cent. bounty land scrip, 1847.....	3,500 00	226 00
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	9,450 00
5 per cent. bonds, 1860.....	10,000 00	625 00
5 per cent. 5-20 bonds, called 1862.....	12,916,800 00	145,720 62
1-10 to 6 per cent. treasury notes, prior to 1846.....	82,675 35	2,670 78
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
5 per cent. treasury notes, 1847.....	950 09	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
5 per cent. treasury notes, 1861.....	3,150 00	378 00
5 per cent. 1 year notes, 1863.....	19,250 00	1,438 23
5 per cent. 2 year notes, 1863.....	81,105 00	4,067 35
5 per cent. 2 year notes, 1863.....	65,890 00	3,776 92
5 per cent. compound interest notes, 1863-64.....	450,080 00	91,104 80
7-10 per cent. 3 years' treasury notes, 1864-65.....	265,600 00	22,146 82
5 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,843 80
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity.....	\$14,226,290 26	\$354,308 74
DEBT BEARING NO INTEREST.		
Demand notes, 1861-62.....	\$79,742 50	
Legal tender notes, 1862-63..	260,962,206 00	
Certificates of deposit.....	8,876,000 00	
Fractional currency, 1862-3-4.	47,876,149 95	
Coin certificates, 1863.....	27,569,880 00	
Unclaimed interest.....		23,504 84
Aggregate of debt bearing no interest.....	\$445,352,978 45	\$23,504 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	\$1,234,098,050 00	
Bonds at 5 per cent.....	489,272,300 00	
	\$1,723,370,350 00	\$39,184,001 75
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	\$14,678,000 00	144,780 00
Debt on which interest has ceased since maturity.....	14,226,290 26	354,308 74
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	\$361,031,943 50	
Certificates of deposit.....	8,876,000 00	
Fractional currency.....	47,876,149 95	
Coin Certificates.....	27,569,880 00	
	\$445,352,978 45	
Unclaimed interest.....		23,504 84
	\$2,197,627,618 71	\$39,706,506 33
Total debt, principal and interest, to date, including interest due and unpaid.....	\$2,237,334,214 04	

AMOUNT IN TREASURY.

Coin.....	\$82,313,581 43
Currency.....	4,312,155 99
Special deposit held for redemption of certificates of deposit as provided by law...	8,876,000 00
	\$96,500,737 42
Debt, less amount in Treasury, Nov. 1, 1873.....	\$2,141,833,476 62
Debt, less amount in Treasury, on the 1st ult.	2,138,793,898 17

Increase of debt during the past month....	\$3,039,578 45
Decrease of debt since March 1, 1873.....	15,547,223 91
Decrease from March 1, '69 to March 1, '73.	38,082,569 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	\$25,885,120 00	\$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	128,000 00
Union Pacific bonds, 1862-64.	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,500 00	39,411 20
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	32,566 40
Totals.....	\$64,623,512 00	\$1,292,470 24
Interest paid by United States, \$20,447,986 26; interest repaid by transportation of mails, &c., \$4,538,513 71; balance of interest paid by United States, \$15,909,172 55.		

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 31, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Galveston, Harrisburg and San Antonio Railroad.

Bexar County, Texas, in which San Antonio is situated, has voted to issue \$500,000 in bonds in aid of the Galveston, Harrisburg and San Antonio Railroad Company. The conditions, which it is said have been accepted by the company, are:

The road is to be completed to San Antonio and equipped within 20 months. An additional sum of \$50,000 in bonds is to be paid the company for every month less than the 20 months, provided the road is completed in less than that time, and provided that the whole issue of bonds shall not exceed \$800,000. Of the bonds \$250,000 are to be issued when the road shall reach the Guadalupe river and the balance is under construction. The company is to give bonds in \$100,000 to be forfeited in case the road is not completed.

The Perkiomen Railroad was opened October 6th from Green Lane to Pennsburg. The whole distance now run is 23 miles. The work of grading the remainder of the line, from Pennsburg to Emmaus, is progressing.

Ottawa (Ca.) has voted a bonus of \$100,000 to the Montreal and Ottawa Junction Railway. It is asserted that the work will go forward at once.

The First Railroad.

The first railroad in the United States was built in the year 1827, from the granite quarries of Quincy, Mass., to the Neponset river, a distance of three miles. During the same year, a road was commenced from Mauch Chunk, Pa., to the Lehigh river, about nine miles distant. In 1828, the Baltimore and Ohio Railroad was commenced, with the intention, originally, of using horses; but the success of locomotives was such as to secure their substitution on this in common with other similar roads for horse power. The Hudson and Mohawk Railroad, from Albany to Schenectady, was commenced in 1830, being the first section built of what is now the New York Central. Within three or four years from that date, numerous enterprises of this kind were undertaken in various parts of New England and the Middle States, most of which were successful, some of the mbeing the germs of railroads which are at the present day among the wealthiest and most powerful corporations in the land.

Milwaukee and St. Louis Air-line Railroad.

The directors of the Milwaukee and St. Louis Air Line Railway met at the Newhall Thursday afternoon, and proceeded to the election of officers, with the following result:

President—Joshua Stark, of Milwaukee.
Vice-President—T. B. Brewster, of Peru, Ill.
Secretary—William G. Parsons, of Milwaukee.
Treasurer—John Black, of Milwaukee.
Executive Committee—Joshua Stark, of Milwaukee; T. B. Brewster, of Peru, Ill.; J. H. Johnson, of Woodstock, Ill.; George Burnham and R. W. Pierce, of Milwaukee.

This board of officers is elected for the balance of this year simply. In January another meeting will be held, at which officers for the year 1874 will be elected.

The board will now take active measures for the construction of the road. The fact that four-fifths of the way from here to the State line is already graded, will prove a valuable and important aid.

The gentlemen in whose hands the enterprise is placed, are of well-known business activity and success, and our citizens can count upon the early completion of the valuable line, which will directly connect the two great cities and open a new and broad field for Milwaukee.—*Milwaukee Wis., Oct. 29.*

The First Locomotive.

The first locomotive built in the United States was the Ironsides, made, in 1831, by M. W. Baldwin for the Germantown Railroad. The American locomotives are generally conceded to be the most perfect railroad engines made in the world. One, built at the Grant Locomotive Works, Paterson, N. J., was exhibited at the Paris Exposition, and was awarded the first premium over all European competition. The same establishment in Philadelphia which occupied six months in building the first American locomotive, in 1831 now turns out an average of forty per month.

The cars of the Pittsburg, Virginia and Charleston Railroad are now running to Monongahela City, 30 miles up the Monongahela. We believe there is no grading done beyond that point.

The surveys for the Brownsville and Yonghlogheny Railroad have been completed. The Mt. Braddock route has been chosen, and it is said that grading will be commenced in a short time.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool....	\$1,308,731	\$1,049,270
" cotton....	879,271	609,055
" silk.....	1,116,246	906,601
" flax.....	735,607	423,654
Miscellaneous dry goods..	497,300	439,013

Total entered for consump. \$4,537,155 \$3,427,593

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool....	\$1,418,439	\$981,676
" cotton....	401,019	259,741
" silk.....	714,277	504,078
" flax.....	387,581	257,600
Miscellaneous dry goods..	161,694	133,378

Total withdrawn from warehouse..... \$3,063,010 \$2,136,473

Add entered for consump 4,537,155 3,427,593

Tot. thrown on the market. \$7,600,165 \$5,564,066

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$881,745	\$1,378,606
" cotton....	419,607	408,609
" silk.....	586,663	643,378
" flax.....	582,906	623,665
Miscellaneous dry goods..	146,389	131,094

Total entered for wareh'g. \$2,615,210 \$3,185,152

Add entered for consump 4,537,155 3,427,593

Total entered at the port. \$7,152,365 \$6,612,745

The imports of foreign dry goods at New York for ten months ending with October, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	\$21,030,986	\$21,630,008
" cotton	18,011,473	16,791,026
" silk ..	22,659,887	16,652,045
" flax ..	10,850,305	9,474,687
Miscellaneous dry goods.	8,060,829	6,041,868

Total entered for cons'p. \$80,613,480 \$70,589,129

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool....	\$17,304,727	\$13,890,603
" cotton....	7,647,609	7,427,301
" silk....	8,990,360	8,293,874
" flax....	5,894,474	5,708,146
Miscellaneous dry goods.	1,816,543	1,643,067

Total withdrawn from warehouse..... \$41,153,713 \$36,962,991

Add entered for consump. 80,613,480 70,589,129

Total thrown on the mar-

ket..... \$121,767,193 \$107,552,120

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	\$18,379,364	\$13,580,645
" cotton....	8,156,699	6,779,885
" silk....	10,054,630	7,659,752
" flax....	6,140,271	5,292,356
Miscellaneous dry goods.	2,260,939	1,605,186

Total entered warehouse. \$44,991,303 \$34,917,324

Add entered for consump. 80,613,480 70,589,129

Total entered at the port. \$125,605,283 \$105,506,453

The decree of the United States circuit court, ordering the sale of the Des Moines Valley Railroad has been modified—so as to require the road from Des Moines to Fort Dodge (88 miles) to be sold for the benefit of the second mortgage bondholders, and the road from Keokuk to Des Moines (161 miles) for the benefit of the first mortgage bondholders. The second mortgage

bonds were a first lien on the line from Des Moines to Fort Dodge.

Call for the Redemption of Five Twenty Bonds.

The Treasury has just issued the seventh call for the redemption of five-twenty bonds of 1862, as follows:

TREASURY DEPARTMENT, Nov. 1, 1873.

By virtue of authority given by act of Congress, approved July 14, 1870, entitled "An act to authorize the refunding of the national debt," I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as five-twenty bonds, will be paid at the Treasury of the United States, in the City of Washington, on and after the 1st day of February, 1874, and that the interest on said bonds will cease on that day; that is to say, coupon bonds, known as the third series, act of Feb. 25, 1862, dated May 1, 1862, as follows: Coupon bonds, fifty dollar, Nos. 10,201 to 10,600, both inclusive; one hundred dollar, Nos. 20,751 to 34,000, both inclusive; five hundred dollar, Nos. 15,801 to 17,600, inclusive; one thousand dollar, Nos. 36,001, to 41,000, inclusive; total, \$4,500,000; registered bonds, fifty dollar, Nos. 1,376 to 1,410, inclusive; one hundred dollar, Nos. 10,301 to 10,560, inclusive; five hundred dollar, Nos. 6,101 to 6,300 inclusive; one thousand dollar, Nos. 25,001 to 25,650, inclusive; five thousand dollar, Nos. 7,901 to 8,100, inclusive; ten thousand dollar, Nos. 10,101 to 10,320, inclusive; total, \$500,000; total, \$5,000,000.

Of the amount outstanding, (embraced in the numbers as above,) four and a half million dollars (\$4,500,000) are coupon bonds, and five hundred thousand dollars (\$500,000) are registered bonds. United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's Office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

WILLIAM A. RICHARDSON, Secretary.

Credit Valley Railway.

At the second annual meeting of this company held in Toronto, on the 23rd ult., the annual report was read by the President, Mr. George Laidlaw. The report mentions that \$2,000 a mile was granted by the Provincial Parliament, for the whole line of railway as chartered, excepting the short piece from the forks of the Credit River to Elora or Salem. Aid will be asked from the government for this section also. The county of Peel by-law granting a bonus of \$70,000 had been confirmed by the Legislature. Work had been commenced under the direct management of Mr. Thomas Inglis, C. E., Resident Engineer, upon the plan of the company itself employing and paying for the labor and all accounts direct. From 200 to 350 men have been constantly employed during last season and the system adopted has resulted most satisfactorily to the men and to the Directors. The line has been surveyed from the Union station to the village of Campbellville, and from Streetsville to the village of Alton, the steepest grade being one in 100. Twenty-six miles of the line have been made ready for the iron in a style unsurpassed in Canada. Materials for the construction of sixty miles of fencing have been purchased, paid for, and delivered. Tenders have been invited for the balance of the fencing, and timber for bridges, ties, etc., and negotiations opened for stone and the materials for stations. The Directors have not asked nor have they received as yet any money from the Trustees of the Municipal Trust Account. Since the last amendments to the charter were granted, a section of the county of Oxford including the towns of Woodstock and Ingersoll has voted the sum of \$200,000, and a section of the county of Waterloo including the town of Galt, has voted \$11,000 by way of bonus in aid of the company. A section of the county of Wellington refused to grant a bonus

upon the terms proposed by the Directors. An effort will be made in combination with the Provincial Government to secure 1,000 able bodied laborers for next season's operations on the Line. The Directors strongly recommend that arrangements be made with the Grand Trunk Railway Company for terminal passenger accommodation in the Union Depot Toronto, and that this company should join with any other railway company or companies in guaranteeing the debentures or stock of a company which would build an elevator of such dimensions and freight accommodation on the water front, near the centre of the city as would satisfy the requirements of this and any other companies which may join in such guarantee. Failing any other companies joining in such arrangements, it is deemed expedient for this company to make such arrangements as will secure the construction of an elevator and freight house so located. The Directors in the event of the construction of the Hamilton and North Western Railway to Milton, suggest that in conjunction with the Hamilton and Lake Erie and Grand Trunk or Canada Southern Railways, a new through route to Buffalo and New York would be made available to the city of Toronto, and also a large accession of American traffic secured from the Canada Southern and other lines to the city for shipment by the G. T. R. and St. Lawrence route to Dominion ocean ports. The report was unanimously adopted, after which a ballot was taken, and the following gentlemen were elected Directors of the company: Messrs. G. Laidlaw, C. J. Campbell, Angus Morrison, R. W. Elliott, John Gordon, James L. Morrison, Wm. Arthur, Robt. Hay, and John Macnab. The meeting then adjourned.

Columbus and Hocking Valley Railroad.

The receipts of this road for October were \$114,000, making total for the ten months of this year, \$938,000. Should there be an average business during November and December, the grand total will be nearly \$1,200,000 for the year 1873. Should there be a partial stoppage of manufacturing demand for coal from Chicago, Cleveland and other points, it will be equalized by the necessary increase of fuel demand during the winter months. Should the manufacturing demand not decrease, the business for 1873 will far exceed the largest estimates of the managers and owners of the road. During the past summer, the capacity of the road has been largely increased, many miles of steel rails have been laid, side tracks extended, nearly all the wooden bridges replaced by iron, depots, shops and transfer grounds enlarged, and motive power and cars increased, so that the road is now in splendid condition for a full winter's work.

United States Mint.

The annual Report of the Director of the Mint for the fiscal year ending June 30, 1873, shows that the amount of gold and silver deposits and purchases, coins struck and stamped, and bars manufactured during the year was as follows:

Deposits—Gold, \$59,937,429 45; silver, \$12,307,389 43. Total amount received and acted upon, \$72,244,818 98. Deducting re-deposits made and issued by one institution and deposited with another, the deposits were:—Gold, \$57,704,885 88; silver, \$9,145,328 43. Total, \$66,849,714 31.

Gold pieces coined, 1,824,420; value, \$35,249,337 50. Silver pieces coined, 11,774,250; value, \$2,945,795 50. Minor coinage pieces 18,925,000; value, \$494,050. Total, 31,523,670; \$38,689,183.

Bars manufactured—Fine gold, \$7,554,956 86; imported gold, \$12,940,659 25. Total, \$20,495,616 11. Fine silver, \$3,034,259 56; imported silver, \$3,987,654 94. Total, \$27,517,530 61.

Kanawha Coal.

The following report of some of the information given at a meeting recently held in Charleston, West Va., of persons interested in the development of the resources of the country along the Kanawha River is given by the *West Virginia Journal*:

The committee from the United States Senate, composed of Messrs. Conkling of New York, Sherman of Ohio, Davis of West Virginia, Norwood of Georgia, and Windom of Minnesota, and others interested in the Virginia water line, requested such persons as had made the mineral resources of this country a matter of study and practical investigation to assist them (the committee) in obtaining the necessary information. They were fortunate in having Prof. Ansted, of England, whose authority on these subjects is acknowledged everywhere, to give them information, which he did in answer to pointed and practical questions. W. H. Edwards, Dr. J. P. Hale, M. F. Manry, and others, appeared also before the committee and furnished much valuable data relative to the coal, salt, iron, and other minerals on and along the proposed water line from the Ohio River to the Chesapeake Bay. Prof. Ansted stated that the Great Kanawha coal field was the most remarkable in the world for the variety, richness and extent of its coal deposits; that at Hawk's Nest, in Fayette County, about forty-five miles east from Charleston, he had this month made an examination and found fourteen workable veins of coal in the same mountain, lying horizontally, and all above the bed of New River. He further stated that the iron deposits east of the Alleghenies and on the head waters of James River, were as extensive as the coal on New River and the Great Kanawha, and that iron could be manufactured along the Chesapeake and Ohio Railroad at half the cost that it could now be in England. He further stated that water transportation is necessary to utilize fully these vast coal and iron deposits. Hence the importance of slack water navigation on our river. The report of the Senate Committee, when printed, will contain much useful information on these subjects.

The Illinois Railroad Tariff.

A Springfield dispatch to the *Chicago Tribune* gives the following statement of the classification of the Illinois railroads by the State Commissioners as respects rates of freight and fare:

The first group of railroads are those which are denominated "standard," and to which the schedule of rates fixed for the Toledo, Wabash and Western Railroad, and published in the *Tribune*, are applied. They are: Columbus, Chicago and Indiana Central; Chicago and Alton; Illinois Central; Chicago, Burlington and Quincy; Chicago and Northwestern; Indianapolis and St. Louis; Chicago, Rock Island and Pacific; Toledo, Wabash and Western, and the Ohio and Mississippi Railroads. The passenger tariff of these roads is fixed at three cents per mile.

The second group, or those which are placed at 10 per cent below the "standard" rates, are the Michigan Central, Lake Shore and Michigan Southern, and the Pittsburg, Fort Wayne and Chicago Railroads. The passenger tariff of these roads is fixed at two and a half cents per mile.

The third group, or those which are placed at 5 per cent above the "standard" rates, are the Western Union; Chicago, Danville and Vincennes; Toledo, Peoria and Warsaw; St. Louis, Alton and Terre Haute; and the Illinois and St. Louis Railroads. The passenger tariff of this group is fixed at 3 1/2 cents per mile.

The fourth group, or those which are placed at 10 per cent above the "standard" rates, are the Peoria, Pekin and Jacksonville; Peoria and Rock Island, and the Rockford, Rock Island and St. Louis Railroads. Their passenger tariff is fixed at 2 1/2 cents per mile.

The fifth group, or those which are placed at 15 per cent above the "standard" rates, are the Gilman, Clinton and Springfield, Chicago and Iowa; Hannibal and Naples; Peoria, Lincoln and

Decatur; St. Louis and Southeastern; Springfield and Illinois Southeastern; and the Cairo and Vincennes, and all other organized roads in the State. The passenger tariff is fixed at 4 cents per mile.

Values of Gold and Silver.

A recent number of the *Denver (Col.) News* contained the following:

We have secured the following from the superintendent of the branch mint in this city. The fineness of Colorado gold and the calculation of values on gold and silver are also given.

One ton (2,000 pounds avoirdupois) of gold or silver contains 29,168 troy ounces, and, therefore, the value of a ton of pure gold is \$602,799 21, and of a ton of silver is \$37,704 84.

A cubic foot of pure gold weighs 1,218.75 pounds avoirdupois; a cubic foot of pure silver weighs 656.25 pounds avoirdupois.

One million dollars gold coin weighs 3,685.8 pounds avoirdupois; one million dollars silver coin weighs 58,929.9 pounds avoirdupois.

If there is one per cent of gold or silver in one ton of ore, it contains 291.68 ounces, troy, of either of these metals.

The average fineness of the Colorado gold is 781 in 1,000, and the natural alloy; gold, 781; silver, 209; copper, 10; total, 1,000.

The calculations at the mint are made on the basis that 43 ounces of standard gold, or 900 fine (coin), is worth \$800, and 11 ounces of silver, 900 fine (coin), is worth \$12 80.

Pennsylvania and Western Railroad.

A new railroad company, (the Pennsylvania and Western,) has been organized for the purpose of constructing a railroad from Cleveland to New York. It is asserted that the projectors, after expending large sums in preliminary surveys, have ascertained that an air line road can be constructed between those points, which shall be shorter, have lighter grades, easier curves, and be more economically constructed than any line now in existence. This line runs on, or along and near, the line of the 41st parallel of North latitude, and is claimed to be 67 miles shorter than any of the existing routes. The company propose a rapid completion of their line, and from estimates of contractors this can be accomplished by the fall of next year. When completed it will open new coal fields and a new lumber country.—*Railway Chronicle*.

The English engineers have completed the survey of the first fifty miles of the Persian Railways—viz., from Teheran to Kasvin—of the proposed line of railway from Teheran to Resht, on the Caspian. Part of them have left for Resht, to commence surveying thence towards Kasvin.

A dividend of 3 1/2 per cent has been declared on the common and guaranteed stock of the Richmond, Fredericksburg and Potomac Railroad Company, payable on and after Nov. 1.

The New Castle and Franklin Railroad is completed between the former city and Mercer.

RIEHL BROS.,

Ninth and Coates Streets, Philadelphia,
New York Store, 93 Liberty Street,
Pittsburg Store, 56 Wood Street.
LATEST IMPROVED STANDARD.



Our Patented Double Beam Wrought Iron Lever Rail Road Track Scale acknowledged the BEST.
MAKERS OF THE NEW TESTING MACHINE.

RAILROAD IRON.

2,000 tons best Welsh make 56 lbs.
2,000 Extra quality 56 lbs.

For sale by

DANA & CO.,
18 William street.

RAILROAD IRON.

ENGLISH and AMERICAN RAILROAD IRON for delivery in New York and other markets in the United States. For sale by

WM. H. PETIT & PIKE,
72 Wall-st., New York.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Rails, and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place,
NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or ex ship at ports in the United States.

M. K. JESUP & COMPLY,
59 Liberty St., New York.

FOR SALE.

TWO (2) NEW PASSENGER CARS—47 feet long—low price—can be seen at

Philadelphia Car Works.
31st and Chestnut St.,
PHILADELPHIA.

NICKEL

AND

SILVER PLAITING,

Bronzing and Coppering

IN ALL STYLES BY

A. W. LADD,

5 Dey St., Room 7, N. Y.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passenger—price \$7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD

36th Street, Rooms 5 and 7 DEY STREET NEW YORK

VOSE, DINSMORE & CO.,

National Spring Works,

MANUFACTURERS OF

VOLUTE

RUBBER CENTER SPIRAL,

Compound Spiral,

INDIA RUBBER,

DINSMORE NEST SPIRAL,

AND OTHER

Railway Car Springs;

ALSO IMPORTERS OF AND DEALERS IN

General Railway Supplies,

No. 32 WARREN, cor. of Church Street,

NEW YORK.

52 Fifth Avenue, Chicago.

720 North Second Street, St. Louis.

THE WHARTON Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R.R. Switch Co.,
28 South 3d St., Philada., Pa.
O. BOX, 2353, Phila.

DELAFIELD & BAXTER CEMENT COMPANY. MANUFACTURERS OF HIGH FALLS ROSENDALE CEMENT.

WE are prepared to enter into arrangements for supplying our CEMENT for public works, or other purposes. We warrant it equal in every respect to any manufactured in this country. It attains a great degree of hardness, sets immediately under water, and is a superior article for masonry coming in contact with water, or requiring great strength.

For sale in tight barrels, well papered, on application at our office, 54 Pine Street, New York.

The above CEMENT is used in most of the fortifications building by government.

HUDSON RIVER CEMENT WORKS, Manufactory at Kingston, N. Y.

(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic (Diamond A) Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, OBox, No. 95 Liberty Street, New York."

E. M. Brigham, J. H. Butts, Ag't,
KINGSTON, N. Y. 95 LIBERTY ST. N. Y.

HOFFMAN ROSENDALE CEMENT,

Being the STANDARD CEMENT used at the
BROOKLYN NAVY YARD.

MADE AND SOLD BY
THE LAWRENCE CEMENT CO.

M. W. WOODWARD, Sec'y,
63 William Street, N. Y.

WM. COURTENAY, President.

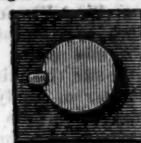
CHAS. F. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK, No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the
"CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED

June 16, 1868.



IMPROVED

August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, over which the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut. Severely tested for over four years, they have never failed, and are now in use on over fifty Railroads, giving perfect satisfaction. We solicit a trial anywhere.

Licenses Granted to R. R. Companies, Car Builders and others.

Scott's Wrought Iron Clamp Truss Joint FOR RAILROAD RAILS.

LENGTH 9 TO 12 INCHES,
WEIGHT 20 TO 30 LBS.

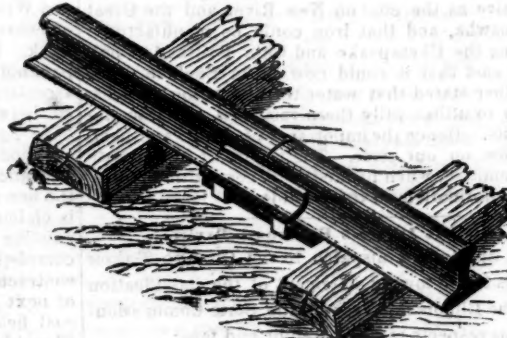
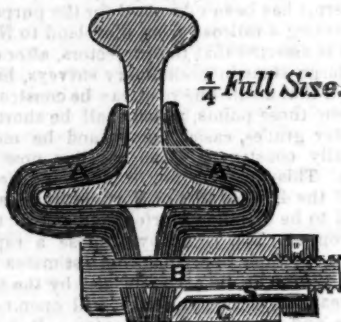
THICKNESS $\frac{3}{4}$ OF AN INCH.
COST FROM \$1.30 TO \$1.50.

Has been tested to 24,000 lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a TRUSS, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is SIMPLE, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION.

VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two $\frac{1}{2}$ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—Is the Lock of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

For particulars, address

JOHN H. OSBORNE,
Morrisville, Bucks Co., Penn.

And BENJ. SCOTT,
Eden Mills, Vt.

A. W. LADD,

NO. 5 DEY STREET, NEW YORK,

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE,
HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

REFERENCES:

All the leading Telegraph Companies in the United States.

F. O. NORTON, MANUFACTURER OF ROSENDALE CEMENT,

Equal in quality to any manufactured in the United States. Put up in super. or barrels well lined with strong paper. Apply to or address

F. O. NORTON,
No. 90 Broadway, cor. of Wall st., N. Y.

THE James Cement Co., (Successors to J. B. JAMES.)

Manufacture a superior quality of Rosendale Cement, put up in good barrels made by themselves, and well papered. Address

J. B. JAMES, Pres't,
24 Dey St., New York.